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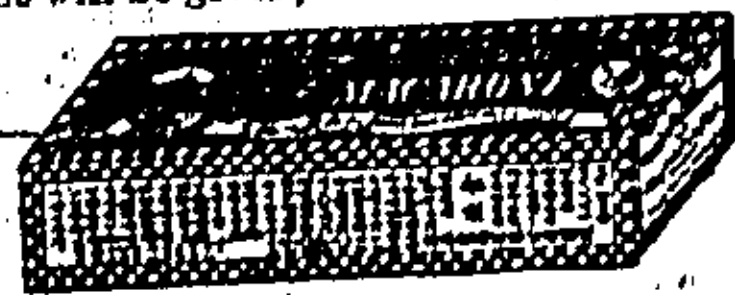
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OCEAN TRANSPORT IN THE NEW ERA.

END OF THE STEAM AGE.

[BY ARCHIBALD HURD.] We have a convenient habit of forgetting things we do not want to remember, and of keeping alive other recollections which, for various reasons, we do not desire to slip from us. The war is an illustration of these tendencies. We are proud of the manner in which we mobilised our strength, naval, military, industrial, and financial, and brought it to bear upon a single issue—living for four and a half years for one purpose only, the overwhelming of Germany, and her partners. And we also recall the fine heroisms that the war developed, and all the wonderful acts of bravery which men of our race performed by sea and by land. But there is a marked tendency to forget the effects produced by the war on this country. As this was no ordinary war, the disturbances which it dwarfed into insignificance every other war recorded in history, and we, in this island, bore the main burden in achieving victory. Is it reasonable, therefore, to expect that, because the peace treaty has been drawn up, we should be able to pick up the thread of our peaceful existence at the point where it was cut on that brilliant August Bank Holiday of 1914? Have you ever watched halting efforts to unravel a skein of wool with which a mischievous kitten has been playing? The wool is full of knots, and is tangled beyond apparent hope of being brought back to order. That is very much what has happened to us.

Those inveterate optimists, for instance, who imagine that the war is over, as swiftly as it came, and as comfortably as the travelled five years ago will be sadly disappointed. The progress of everything maritime has been delayed, and we have suffered losses which it will take a good many years to make good. The Cunard Company, for instance, emerged from the war having had half its entire fleet sunk, and other companies in some what similar proportions. In the meantime, the whole basis upon which sea transport was conducted has changed; wages of officers and men have about doubled, the price of coal has soared upwards, and stores of all kinds are far more expensive than they were, as well as overhauled charges of one kind or another. At the same time, the tendency towards greater size, if not higher speed, and more luxury, has been maintained. As soon as the present post-war career of luxurious living on borrowed money has come to an end there will be fewer people to pay high prices for speed or comfort. No doubt this depression will be only temporary.

FLOATING PALACES OF THE PAST.

On the eve of the war some sort of competition in floating palaces was in progress. The Hamburg-American Company had recently launched the *Imperator*, with a tonnage of 52,000 tons, the *Vaterland* of 56,000 tons had recently been completed, and a third, even greater ship, was being designed; the Cunard had recently launched the *Aquitania* of 45,000 tons, and the White Star Company was building a sister to the *Olympic*. For all trades, the tendency was towards greater size, if not higher speed, and more luxury. And then the Great War came. There intervened a period of four years, during which no progress was made in passenger-carrying ships. Labour and material had to be concentrated on vessels to bring the necessities of life, and there was some doubt whether we should have sufficient tonnage for this purpose. And now that peace has come, there is at present no indication of any intention of the British shipping companies turning their attention to the construction of mammoth liners. According to the last available figures, only four ships of between 20,000 and 25,000 tons are being built, ten between 10,000 and 15,000 tons, eleven between 5,000 and 10,000 tons, and three between 2,000 and 5,000 tons—out of a total of 719 which are now being built to be propelled by steam. Attention is being devoted in the main to useful types; 237 vessels of between 5,000 and 10,000 tons are in hand. For the moment ship-owners appear not to be attracted by the proposition to reopen the competition in size, but it will be a good many years before we hear of a ship of anything like 50,000 tons being laid down, even for the Atlantic trade. The Americans may determine to lead the way in this respect, but they are young in what may be described as maritime statehood, and have many lessons to learn.

COMING OF THE MOTOR ENGINE.

But it may be said, What about oil displacing coal? And again, What about the influence of the internal combustion engine? Are we not on the eve of a revolution in these two respects? There are revolutions and revolutions. There are some very slow in developing. No one can foresee the extent to which oil in the near future will displace coal. The movement awaits the development of a thoroughly reliable internal combustion engine suitable for large ships. Oil will then be more economical in use, and space and labour will be saved; moreover, as it can be fuelled quicker, it can earn more money. It is very significant that the Cunard Company is building its new ships to burn either coal or oil—but in association with boilers. That action has its parallel in the early days of the steam engine, when steam was installed in ships as an auxiliary to sail power. Evidently the Cunard Company may very fully investigate before coming to this decision. At any rate, these will not be motor ships—that is, fitted with internal combustion engines. The rapidity with which oil is adopted in the mercantile marine depends in large measure upon the development of the internal combustion engine of the Diesel type. As long ago as 1898 Dr. Diesel built his first engine, and a short time before the opening of the war he disappeared from the deck of a Channel steamer, after years of varying fortune and many disappointments. He was no doubt, right when he declared:

(Continued at foot of next column.)

DUTCH INDUSTRY.

COMMERCIAL CO-OPERATION AND COMPETITION.

In anticipation of an exhibition of shipping, engineering, and machinery to be opened at Olympia by Lord Weir, the promoters of the Holland Section gave a luncheon at the Savoy Hotel on September 23rd. The chair, in the presence of the Netherlands Minister, was occupied by Jonkheer Charles d'Aulaires, and a Verduynhout was present. The Chairman said that this exhibition was planned and entirely prepared for in the autumn of 1914, and had to be postponed on account of the outbreak of war. It would be opened on exactly the same date as it should have been opened five years ago. He greeted the appearance of a special Dutch Section with profound and sincere satisfaction. There were sufficient reasons why Great Britain and the Netherlands should go hand in hand where their economic interests were concerned. He was confident that the exhibition of Holland in the exhibition would further cement the present existing happy economic relationship between the two countries.

Dr. Bieschop said that Dutch participation in the exhibition was contemplated in 1914, and that what was to be shown now was prepared five years ago. Holland then, a now, wanted to come forward to show that apart from draining agricultural pursuits, she had built up various industries capable of competition with larger and older countries. His was essentially a commercial country, devoted to Free Trade. Their main desire had been that their section of the exhibition should be a national endeavour, and that its national character should be above suspicion. That was guaranteed by the nomination of the section, and by the participation of several Government Departments. Although the enterprise was entirely private, it had the encouragement and the backing of the Government, who knew that the most effective form of protection was to promote export, and to assist these in order that they might be a credit to the country of origin.

Mr. Harold Cox, who replied to the toast of "The Press," expressed British sympathy with the endeavour that Holland, with commercial interests akin to our own, was making to win her way. Both sides depended on export industry. That was one of the reasons why we were both Free Traders. If we took care of our exports, our imports would take care of themselves. The importance of the Press relatively to the House of Commons was increasing, and that responsibility on journalists was increasing. The great evil of the Press at present was that there was not sufficient discrimination between leader-writing and reporting.

JOURNALISTIC HONESTY.

He observed in many papers a tendency to acquire the facts to suit the policy of the paper. "Express what opinions you like," he concluded, "but tell the truth in your columns." (Cheers.) The importance of journalistic honesty daily grows. If the country is to be led by the Press, then a tremendous responsibility rests upon journalists to tell the truth whatever their private opinions may be. Mr. J. H. Boer proposed "The Guests," and Mr. Stanley Machin, in the course of his response, referred to the proposal for a clearing-house between England and Germany. He did not believe in the German sincerity. (Hear, hear.) The world would not be bamboozled. Honest people could be dealt with, but he hoped our friends would not allow themselves to be blinded, and let Germany once again undermine the freedom of the world. Sir Robert Hadfield also responded.

Great Britain has the greatest interest in replacing the coal-burning steam engine by the more economical Diesel engine, and this, first, because she can therewith effect large savings in her most valuable treasure, coal, and thus defer the exhaustion of her stock; and, secondly, because she can run her coal industry and the interdependent chemical industries on more economical lines when using coal oil. Finally, because she will also made herself first-class in the use of liquid fuels by using coal to give tar and oils that can be employed in the Diesel engine.

It is seven years since this inventor made that statement, and the Diesel engine is still in process of development, and not much progress has been made in the line of coal research has suggested. The largest Diesel engine for marine use which has been built on the eve of the war was for an oil-tank vessel belonging to Germany. It developed 2,000 brake horse power and had six cylinders. The Americans are now devising a good deal of attention to this revolutionary type of engine. Two motor ships of five or six thousand tons have recently been completed. They are wooden ships with a dead-weight carrying capacity of 4,000 tons, and each is fitted with two 500 h.p. six-cylinder Winton-Diesel engines of the four-cycle type. Motor ships are being built in this country, but not a relatively large number. The Diesel type of engine is coming, but it is still in its infancy. All that can be said at present is that, owing to the economies which it represents, it appears to be the engine of the future. A number of technical difficulties have to be surmounted, as no doubt they will be surmounted by the keen technical minds in this and other countries which are now studying the problem.

But nothing has yet occurred to lead merchant shipowners to scrap their existing vessels, as it has been suggested that the men-of-war of the British Fleet—almost all using oil and not coal, but with steam boilers—should be scrapped. That is not the method of business men. They are going on building steamships instead of adventuring their all in motor ships, patiently watching the course of events. They have to earn dividends. But when we can utilise our coal to the maximum advantage, as Dr. Diesel suggested, and some of the remaining problems associated with the Diesel engine have been solved, as they will be solved, the steam engine will follow sails into oblivion. The future lies with the motor ship.—Daily Telegraph.

"SIBERIAN PRISONS."

WORK BY AMERICAN RED CROSS. TERRIBLE CONDITIONS OF PRISONERS.

A Vladivostok despatch from the American Red Cross states that investigations on the part of the American Red Cross and the International Red Cross have brought to light a situation in Siberia that calls for immediate relief. It is the position of the prisoners of war—not the Red army prisoners—but the Austrians, Hungarians and a scattering of Germans and Turks who have been held, many of them since the fall of Przemyel shortly after the beginning of hostilities in the summer of 1914.

Almost a year ago the armistice was signed yet it has meant less to these men than if it were a truce between hostile tribes in South Africa. Cut off from all intercourse with the outside world, they are dependent upon a government that is unable either to take care of its own soldiers or people, to say nothing of military prisoners.

Aid on a small scale has been attempted by several of the minor Powers; efforts have been made to help the prisoners to receive medical supplies, but have been given to the sick and wounded, and a small sum of money, 20-roubles a month, allowed to each man. But all this has been on such restricted basis that no appreciable relief has been accomplished. Helping more than 150,000 men cannot be done except upon an immense scale, by a great organization with unlimited resources to carry out whatever programme is adopted for the purpose.

GOVERNMENTS NOT TO BLAME.

After you have seen the prison camps, and talked with the men, you must not judge the government which permits such conditions to exist for it should be born in mind that the people of the country are themselves hungry, ill-clothed, and exiled from home by the Bolsheviks who recognize no law. The summer's reverses on the Eastern front necessitated the evacuation of the civilian population and the military camps as well. The journey eastward was made in tiny Russian box cars divided by a platform or shelf that permitted from forty to fifty men to travel in a single car. Only those men in the upper tier had light. The small window that furnished light also furnished the only ventilation. There was absolutely no sanitary conveniences. Soup and a pound of water-soaked bread each day were the rations for the journey. Although the meal was supposed to have been served at noon, there were several occasions when it was not given to them until midnight, and on one occasion at 3 o'clock in the morning. During the trip across Manchuria no meals were served.

Of the men stationed at Nikolai, about 30 per cent, according to the chief doctor of the prison hospital, are invalids suffering from malnutrition, chronic diseases such as tuberculosis and heart disease, mental disorders which are common because of the seemingly hopeless situation, former unsanitary living conditions, exposure. Many men have been crippled for life as a result of their winter months of the camps were swept by epidemics of typhus and flu. The death toll in one camp was 1,000 men. Some of the men are suffering from old wounds that are still discharging pus, though the wounds were inflicted five years ago. The barracks in which the prisoners live are long, low wooden buildings divided into tiers to make more space than is given by the original plan. There is less than five feet between the tiers, and second tier so that a man cannot stand upright in his own compartment. The floor space is but a square foot for each two men. Most of the beds are a couple of boards raised from the floor, with a pile of rags. Such blankets as the prisoners have are worn, to shreds, and have been used to make underwear. There are but a few mattresses in the prison camp, the hardness of the boards having been broken, in a few instances, by hurling bags filled with straw.

SHARING A SINGLE PLATE.

The dishes, knives and forks which they buy themselves, or go without, are also evidence of their poverty stricken condition. Several officers are obliged to eat from the same plate, knives, after years of usage have no handles or broken blades. The forks are without the full number of prongs. Rudely built tables and benches serve to supplement the lack in the grim quarters allotted to each man, but, owing to the numerous partitions, the cubbyholes opening from the center aisle of each barracks are practically without light. Everywhere there are rags for bedding, rags for underwear, clothes, rags for uniforms, rags for towels, rags, even, for shoes. And these rags have been washed and worn, washed and worn until there is nothing left to tell of what material they are made.

Officers and men who, for physical or other reasons, cannot get work in the town, occupy themselves in the prison workshops, or by painting, drawing, modelling, and woodcarving. The products of their handiwork are sold in an exhibition room arranged for the purpose, but the prices are so low and customers are so far between that it is not a very productive enterprise. There is a real talent among the prisoners, one young Hungarian officer having exhibited in Paris and Berlin before the war, yet in Paris and Berlin he did not bring him enough to buy a pair of shoes. The light in which many of the prisoners do their work is so bad that many have injured their eyesight.

THE PRISON HOSPITAL.

The prison hospital at Nikolai is in a compound by itself about a mile or more from the other camps. There are two low buildings, divided off into several wards: three small ones for officer medical cases, one for convalescents, one for officer and soldier surgical cases, one for soldier medical cases and one for an isolation ward. The prison wards are furnished with rusty, paint-scoured iron beds, and here and there are wooden tables made out of worn-out boards that would hardly serve for fuel. The clothes which the patients wear in bed are the same that they wear when they are discharged from the sick wards. When questioned as to the future of the cases the doctor replied that about 50 per cent, were tubercular, and the others included illness from typhus, typhoid, diseases due to exposure, malnutrition, and former bad sanitary conditions. Within the last six months he said there had been eight cases of violent insanity.

"I have worked for three years in the prison hospitals but without the work, I, too, would have been insane. The American Red Cross is wonderful. It can do anything. Think of our wives and children! For two years we have not heard from them and they do not know whether we are alive or dead. The American people are generous. Beg them to send us home. If we cannot all go, take the old men and the invalids home it is too late."

KEEPING HOPE ALIVE.

Case after case in the hospital and in the barracks reflects the distress of mind and body in which the prisoners live, the pitiful encouragements on which their hopes are based, the dignity even with which every added hardship is met. One soldier had received a card from his sister in the United States. The card was dated 1915, and the message was that the sister's husband would send some money to the prisoner. The money never had come but the card was still treasured. He still expects the money to reach him. Another soldier told how he had changed his roubles into dollars, how he had been robbed and how some American officers, hearing of his plight had made up his losses. A third story confirmed by several officers at different times gave the details of an attempt on the part of the Danish Red Cross to send about 500 prisoners home by train through European Russia during 1917. Hospital supplies, medical supplies and other things were all taken from them and there was nothing to do but to turn back.

A DYING SALUTE.

The saddest incident of all was a visit to a Hungarian major, who was dying. He had a tiny cell—it could be called a room—and in the cell was a battered bed, a roughly made table and a bench. A pillow stuffed with straw supported the prisoner's head, and a worn Chinese quilt covered the emaciated limbs. There were no sheets, no blankets, nothing of comfort or cheer save a tin can filled with the last of the autumn flowers. Though too weak even to raise his head he brought his hand to his forehead in salute and motioned toward the bench. Somewhere in Hungary he had an English wife and children and the doctor thought that it would comfort him to hear her language spoken. His gratitude was overwhelmingly pathetic. He wanted nothing, he said. The officers were very kind and gave him every comfort. He was sorry, but he was too weak to talk. Perhaps next time he would be able to express to the American Red Cross his appreciation of what they were doing for his men. There was no word of complaint, no request, no regret; no word of gratitude that someone from the outside world had come to comfort him. Clothes and food and medicine will relieve the suffering of their bodies but for their mental anguish there is only one remedy, and that is Home!

STATE TRADING.

ITS FAILURE IN WESTERN AUSTRALIA.

Western Australia, which has given State Socialism a longer and more comprehensive trial, perhaps, than any other State in the Commonwealth, has apparently found the experience unprofitable. Under successive Labour Governments Western Australia has embarked on a variety of "State enterprises," including shipping services, hotels, saw mills, implement works, brickmaking, etc., some of which have been in operation for several years with anything but satisfactory economic results. This was admitted by the Premier of the State in replying recently to a deputation from the Western Australian Chamber of Manufacturers, who desired to obtain a definite declaration of the Government's future policy in the matter of State trading concerns. "A deputation represented that it was a comparatively unimportant matter whether such enterprises paid or not; the real point of importance was that their existence stifled private enterprise, not merely in the particular directions in which the State embarked but generally. Business men were afraid to start any venture because they did not know when they might have the State as a competitor. The principle was one of vital importance to the community as a whole, the prosperity of which depended upon private enterprise more than upon anything else." The Premier (the Hon. James Mitchell), in his reply to the deputation, said: "The Government were against establishing any further State enterprises. They had certain enterprises already established, but he assured the deputation that any trade carried on by the State should not only earn interest, and sinking fund but should pay rates and taxes like any private trading concern. The nationalization of the iron industry had been suggested, but he would do nothing of the kind. He held that State competition was absolutely wrong, and if the Government could dispose of the existing concerns at a reasonable price they would do so."

CRIMINAL SESSIONS.

[RECORDED BY HIS HONOUR THE CHIEF JUSTICE.
(MR. WILLIAM REES DAVIES, K.C.)]

ARMED ROBBERY.

Leung In and Tong Ip were indicted for robbery from a Chinese couple living in Yu Lok Lane, Hongkong, on October 21st.

The Acting Attorney General (the Hon. Mr. H. E. Pollock, K.C.) prosecuted.
The jury was composed of Messrs. E. H. Ray, E. M. da Silva, E. S. Ford, J. H. Rantonjee, S. I. Ismail, F. Gomes, and K. S. Morrison.

Each of the prisoners had two counts against him—one of robbing jewellery and money from the husband, and the other of robbing jewellery from the wife. The first prisoner pleaded guilty to having robbed jewellery from the husband, but said he had not taken any money. The second prisoner denied both offences. The first prisoner was asked to sit down, and the case against the other was proceeded with.

Mr. Pollock said the evidence for the prosecution would satisfy the jury that a robbery had taken place in the early hours of October 21st, at a house in Yu Lok Lane, in which four or five men took part. The prosecutor would say that he was awakened at about 3 a.m. by some one seizing his throat with one hand and pointing a revolver at him with the other. The man who was squeezing his throat asked him: "Where's your jewellery and clothing?" The other robber then gagged him with a handkerchief and a piece of firewood. They then asked his wife for the keys, which she, being frightened, handed over. They next opened the wife's two boxes and took away a considerable quantity of jewellery. While searching the boxes, they were joined by two accomplices, and the wife heard the voice of a fifth man outside, guarding a room in which the servants slept. Before they left, they tied the prosecutor and his wife up to the bar of a mosquito curtain. Neither prosecutor nor his wife could identify the prisoners. In the possession of the first prisoner there had been found a number of articles stolen from the house, and the Police had found, several days after the robbery in the house of the second prisoner, a pair of trousers belonging to the prosecutor which had been stolen on the night of the robbery.

The jury returned a verdict of "Guilty" against each prisoner. The first prisoner was sentenced to five years' hard labour and to strokes with the "cat," and the second prisoner to five years' hard labour.

"FLYING THE WHITE PIGEON"
A CHEAP BARGAIN AND THE RESULT.

At the Magistracy, yesterday, an interesting case was heard in which a Chinese man and woman were charged with obtaining \$12.50 from another man by fraud.

Sergeant Murphy stated that complainant was a cook employed in a restaurant in Des Voeux Road. He knew the first defendant, and suggested that he should find a wife for complainant's younger brother. On November 14th the first defendant met complainant in the street and told him he had secured a woman who would make a suitable wife. The complainant asked to see the girl and also told defendant that, as he (complainant) had recently lost his wife, he thought it would be better for him to marry the girl. On November 15th, the first defendant took complainant to Yau-mat, where the woman was inspected. Complainant was satisfied, and first defendant demanded \$80. After a great deal of bargaining, \$12.50 was agreed upon, and the purchaser took the woman to Second Street, where he had rented a cubicle. The couple stayed there for the night, and next day the woman disappeared. As the result of enquiries, complainant surprised the woman he had purchased and the first defendant in a compromising situation at a house in Yau-mat. The Police enquiries proved that the first defendant and the second defendant, who was the woman in question, had previously lived together as man and wife, though first defendant represented her as a widow when she was sold.

Complainant stated that first defendant told him the woman was willing to go back with witness to the country and work for her living. He did not know where the woman came from although he accompanied first defendant to Yau-mat. First defendant stated that complainant only paid \$11.50 and \$1 was still owing to the woman, who received the money. When complainant came in search of the woman who was sitting on defendant's bed.

Sergeant Murphy stated that complainant was very stupid. He tried to make a cheap bargain, and did not deserve any sympathy.
Mr. Hutchison stated that he did not believe the evidence and discharged the defendants.

MARINE COURT.

CHINESE LAUNCH-MASTER
FINED.

At the Marine Court, yesterday, before Captain Basil Tylour, R.N., Marine Magistrate, the master of the steam launch *Hop On* was charged with (1) failing to stop his launch when called upon to do so by a Police constable at 1.30 a.m., on November 13th, (2) failing to case the engines to "dead slow" when entering the Yau-mat typhoon-shelter, and (3) neglecting to exhibit the regulation lights.

At a previous hearing P.-c. Brown stated that while on duty on the Police launch on the date in question he called out to the *Hop On* to stop. Instead of stopping, the launch ran into the Yau-mat shelter.

The defendant said that, on November 13th, he went off duty at 7 p.m. The launch was then securely tied alongside the Kwong Wing wharf. In the ordinary course of events, he did not resume duty until 4.30 a.m. next day. He knew nothing about the offences complained of. After leaving the launch, he went home. If the launch had not been arrested he would have been in the harbour towing boats on the morning of November 13th. He did not give permission to anyone to navigate the launch during his absence. Early on the morning of November 13th, a *Yau-mat* came to his house and reported that while towing a boat in the Harbour the side of the launch went out. The launch was caused by the Police and arrested in the typhoon shelter at Yau-mat. Witness reported the matter at the Yau-mat Police-station. The *Yau-mat*'s name was Chan Wo.

By the Magistrate: When he went off duty he did not give orders to put out the fire because it was not that late in the evening. With the fire in that state it took only a quarter-of-an-hour to get up steam. He was aware that as master he was responsible for the safety and movements of the launch.

Wong Chun Ho, the mistress of fishing boat No. 3304, said that on November 13th, at about 3 p.m. she paid a visit to some relatives on a cargo-boat, and, as she happened to be leaving after 11 p.m. when the returned to her boat she discovered that the tide was strong and that her oars had drifted. Being unable to navigate the boat without oars, she hailed the steam launch *Hop On* and asked for her boat to be towed back to the Yau-mat shelter. After some bargaining she and the launch agreed to do this for \$2. She travelled to Yau-mat in the launch. Witness did not see the accused on board. She begged the people on the launch to tow her back as she was anxious about her children, who would be crying for her.

Mr. M. K. Lo, who appeared for the defence, submitted that his client should be discharged on the ground that he was absent from the launch at the time the offences were committed and, therefore, was not responsible.

The Magistrate said there was no proof beyond what the accused himself had said, that he was not on board at the time. The woman merely said that she did not see him, but that did not prove that he was not on board. What she said the other people on the launch say could not be admitted as evidence. He found the accused guilty and fined him \$200 on the first charge, \$100 on the second, and \$200 on the third—making a total of \$500.

THEFT FROM TAIKOO DOCKS.

NUMBER OF CASES LATELY.

A Chinese youth, an ex-employee of the Taikoo Dockyard, was charged at the Magistracy, yesterday, with stealing a spirit-level belonging to the Dock.

Sergeant Murphy stated that defendant was alleged to have entered Mr. T. Scott's office by using a skeleton key. He broke open a desk, stole the spirit-level, and was leaving the office when he was arrested by an Indian Watchman. Witness asked the Magistrate to inflict an exemplary punishment if the case were proved, as thefts from the dockyard were becoming common.

The watchman stated that when defendant noticed him he tried to run away. The spirit-level was concealed underneath the man's jacket.

Mr. Scott stated that for some time past a number of thefts had taken place from the foremen's offices.
Defendant said he was walking along the yard when he noticed the spirit-level lying on the ground. He picked it up, examined it, and concealed it underneath his jacket because he was afraid the watchman might see it and assault him.

Mr. Hutchison sentenced defendant to six weeks' hard labour.

HONGKONG DEFENCE CORPS.

NOTICE.

Hongkong Rifle League.—A practice shoot for possible and probable members of the Hongkong Defence Corps team will take place at King's Park Range on Sunday, 22nd instant, commencing at 2.30 p.m.

Arrangements will be made for assistance and instruction to be given on the Range to anyone requiring same. Members of the Corps possessing aperture sights are invited to bring them.

Ammunition should be purchased at Headquarters not later than 1 p.m. on Saturday, 22nd inst.

G. E. STEWART, Capt.,
Adjutant, H.K.D.C.
Hongkong, November 19th, 1919.

FORTHCOMING GYMKHANA MEETING.

YESTERDAY MORNING'S GALLOPS.

The following times were recorded yesterday morning, all the gallops being over the sand course:

Lovejoy, 1 mile—45; 1.23.3/5; 1.57.
Soares' Sub, and Bosto's Sub, 1 mile—42; 1.24.4/5; 2.01.4/5.
Cortet, 1 mile—40; 1.18.2/5; 1.51.
Yeoman, 1 mile—36; 1.12; 1.46.1/5.
Dalesman, 1 mile—39; 1.17; 1.52.
Morning Star, 1 mile—41; 1.22; 1.57.
Alexander, 1 mile—38; 1.14; 1.48.3/5.
Ringwood, 1 mile—37; 1.13; 1.46.
Adams' Sub, 1 mile—41; 1.18.1/5; 1.52.2/5.

Low's Sub, and Jazzy, 1 mile—42; 1.20.4/5; 1.53.3/5.
Paddle Box and Snuff Box, 1 mile—43; 1.10; 1.55.

Moxon's Black Sub, 1 mile—42; 1.26; 2.05.
John Peel's Grey Sub, 1 mile—35; 1.10; 1.44.

Maybe, 1 mile—49; 1.30; 2.04.
Burning Daylight, 1 mile—39; 1.15; 1.47.2/5.

White Chalk, 1 mile—43.4/5; 1.22.3/5; 1.57.4/5.
Georgie Mac, 1 mile—2.23.

Red Ensign, 1 mile—40; 1.19; 1.54; 2.27.
Lord Lorne, 1 mile—42; 1.22; 1.59; 2.31.

SPORT.

LAWN TENNIS.

HONGKONG UNIVERSITY SINGLES CHAMPIONSHIP.

The final of the singles championship of the Hongkong University Lawn Tennis Club for Mr. Lau Chupak's cup was played off, yesterday afternoon, between Mr. Prata and Chua Sin-keh. The match was won by the latter player, by 6-3, 6-4.

Mr. Prata, though beaten by three straight sets, showed at times a "letter understanding of the game."

Mr. Mackintosh, the Chairman of the Club, asked Mrs. Earle in a felicitous speech to present the cup to the winner.

CRICKET.

HONGKONG C.C. v. KOWLOON C.C.

The following will represent the Hongkong C.C. at Kowloon on Saturday at 2.15 p.m.:—T. E. Pearce (capt.), C. Blaker, R. A. Brand, A. Burnie, E. W. Day, H. E. Hollands, L. D. McNicoll, E. J. R. Mitchell, P. G. de Paravicini, A. B. Raworth, and F. Sutton.

CIVIL SERVICE v. CRAIGENGOWER.

The undermentioned team will represent the Civil Service C.C. in a friendly match against Craigengower C.C. on the Craigengower grounds on Saturday at 2.15 p.m.:—Hon. Mr. C. Severn (capt.), R. O. Hutcheson, B. W. Bradbury, R. L. Wiltchell, A. E. Wood, Dr. Smalley, G. H. Piercy, E. Fincher, R. Duncan, D. S. Strange, and W. H. Edmonds.

HONGKONG C.C. 2ND XI. v. KOWLOON C.C. 2ND XI.

The following will represent the Hongkong Cricket Club 2nd XI against Kowloon 2nd XI on the Hongkong ground on Saturday at 2.15 p.m.:—R. Kennedy (capt.), R. M. Austin, T. I. J. Fenwick, R. A. Green, J. D. Humphreys, C. W. S. Johnston, A. C. Leith, A. K. MacKenzie, J. W. R. McPhail, C. O. Stark, and F. Syme Thomson.

CIVIL SERVICE C.C. 2ND XI. v. UNIVERSITY 2ND XI.

In this match, to be played on the Civil Service ground next Saturday, at 2 p.m., the home team will consist of W. Hill (capt.), R. Bennie, S. E. Alderman, D. Lyon, E. Knight, R. T. Taylor, H. W. Sandford, F. Bacon, G. H. Haskett, S. R. Hamer and E. T. Crocker. Reserves: R. C. Watt and W. J. Woolley.

VICTORIA THEATRE.

There was another large house to witness the feats of the Great Brackens at the Victoria Theatre last night. The sensational rope performance is the most wonderful feat in daring balancing that has ever been seen in Hongkong. What the Brackens do in the shape of juggling and wire-walking seems impossible. They open with very fine juggling interspersed with laughable comedy. After floor-juggling they dance on the wire, jump over chairs, fire a heavy cannon, and ride a bicycle, concluding their act with the great rope-walk, which is a combination of star feats. The Great Brackens conclude their visit at the Victoria to-night.

SHANGHAI AUTUMN RACE MEETING.

THE CHAMPIONS' RACE.

Champions' Day of the Autumn Meeting was favoured with glorious weather and the course was in good condition, though a heavy dew overnight prevented it becoming really fast. The number of people present and the amount of money which passed through the cash sweeps and pari-mutuels easily beat all records.

For the Champions' Castledew was a very hot favourite, with Silver Streak second in demand, and Mountain King and The Oriole third and fourth favourites.

After many attempts at the starting post, the field got well away with the exception of Triumph which was badly left. Castledew went to the front with a bound and took the lead on the rails, leading from Silver Streak at the mile, with Mountain King third four lengths behind and Tatbaillard fourth. Entering the back straight Vida, seemingly with the idea of making every post a winning post, sent Castledew well ahead, leading by four lengths from Silver Streak, who in turn was eight lengths ahead of Mountain King. Approaching Probst's Corner, the field closed in rapidly. At the half-mile, Castledew was still a length and a half in front of Silver Streak, with Tatbaillard and Mountain King well in the running. Castledew came into the straight first on the rails, when Johnstone brought Silver Streak up rapidly and passed the leader half-way up the straight. Here the favourite was beaten, being passed by The Oriole, and Hallowe'en, the latter finishing in fine style. Silver Streak won by a length and a half from the Oriole, and Hallowe'en was third, half a length in front of Castledew. Time, 2min. 38secs. Details:—

THE CHAMPION SWEEPSTAKES.—Winner, Tis. 1,000. Second, Tis. 400. Third, Tis. 250. For China ponies, winners at this Meeting.—One mile and a quarter, 1 lb.
Mr. John Peel's grey "Silver Streak" (Mr. Johnston) 152-1.
Messrs. Winsome and Hasty's ches. 153-2.
The Oriole (Mr. Hill) 155-3.
Messrs. Hickling's black Hallowe'en (Mr. Brand) 181-3.
Mr. Suter's ches. Castledew (Mr. Vida) 155-0.
Mr. G. B. Pett's ches. Mountain King (Mr. Burkill) 157-0.
Mr. Jerom's roan Tatbaillard (Mr. W. Willeumier) 161-0.
Messrs. de Zutter and Gussie's grey Little Dipper (Mr. Croham) 155-0.
Messrs. Toeg and Speelman's ches. Wilson (Mr. Heard) 152-0.
Messrs. Toeg and Speelman's grey Triumph (Mr. Knoll) 153-0.
Mr. M. O. Springfield's ches. Wild Cat (Mr. Springfield) 181-0.
Pari-mutuel.
Silver Streak 892/1.
The Oriole 297/300.
Hallowe'en 73/173.
Total shares taken 3,626 365/4.
Dividends:—Win. \$26.50.
Places, 88.40, \$15.10, \$23.00.
Members' sweep:—Nov. 7600, 18146, 4727.
Qualified ponies:—Nov. 10061, 7293, 1514, 6201, 15406, 1705, 5521, 10429, 10107, 4123, 16850, 153, 903, 8318, 684, 3371, 17193, 4133, 11750.
The winners of the Champions' sweepstake were five Chinese domestics—an amah, a houseboy, a chauffeur, a cook and a coolie, whose contributions to the ticket purchase-money are said to have ranged from \$5 to 50 cents. The first prize amounted to just over \$94,500.

PROFITEERING.

COMPLAINT OF A HOMEWARD-BOUND RESIDENT OF JAPAN.

A correspondent homeward-bound writes to the *Japan Chronicle*:—

"Perhaps what impresses the homeward-bound traveller more than anything else is the amount of profiteering that is going on. To the traveller this is complicated by the question of exchange and the height to which silver has soared. With the Shanghai dollar close on four shillings in value, and the Hongkong dollar in much the same case, with even the rupee standing at 1s. 10d., the purchasing power of the yen appears remarkably small. It is needless to say that however high the dollar or rupee soars, prices do not decline. Instead, they rather tend to rise. Sevenpenny editions of books are sold in Hongkong at 60 sen or about 1s. 6d., and similar extortionate profits are made at Shanghai and Singapore. Hotels offer inferior accommodation at a tariff that exceeds that of the most expensive hotels in London. Imported goods are sold at prices which bear no relation to the cost at which they were purchased. A pair of very ordinary cotton socks cost Rs. 1.25 at Colombo, with the rupee at 1s. 10d. Kitten's powder, which is sold in England for 1s. 3d., and costs the importer 8d., is sold by one of the principal chemists and druggists at Colombo for Rs. 2.50 or more than six shillings. This firm paid 100 per cent. on its last year's working. No wonder all these firms are enthusiastic supporters of the policy of excluding Germans from Shanghai, Hongkong, and other similar ports. Germans might sell necessities at prices bearing some relation to cost, and such competition would be intolerable. National honour, to say nothing of a sense of justice, therefore forbids the idea of the return of the Germans. Meanwhile it will be interesting to learn how long the consumer will permit himself to be deceived in the name of patriotism."

HARRIS'S "HODDIES"

"A Hot Meal Always Ready."

The name "Hoddie" has been given to a series of specially prepared entrees in tins. They are made by the world-famous House of "HARRIS," the proprietors of Harris's Wiltshire Bacon. The tins merely require heating for about 20 minutes. The contents turned out into a dish form a complete meal ready for immediate consumption. The lines given below are every popular in England. They are prepared by a first-class chef, of the very finest ingredients and under the most hygienic conditions.

CALVES' HEAD IN TOMATO

A very high-class delicacy, nicely cooked and free from bones. Will satisfy the most fastidious taste. 1-lb. tall tins ... 70c. per tin.

RISSOLES WITH SPAGHETTI AND TOMATO SAUCE

A most appetising and nourishing dish. 1-lb. tall tins ... 50c. per tin.

COTTAGE PIE

A satisfying dish made from an old-fashioned recipe. Mashed potatoes and minced meat. 1-lb. tall tins ... 40c. per tin.

MEAT & VEGETABLES RATIONS

Made from choicest beef, fresh vegetables and real beef gravy. A complete meal in itself. 1-lb. tall tins ... 40c. per tin.

OTHER SPECIALITIES

HARRIS'S WILTSHIRE PORK SAUSAGES

These are too well known to need any recommendation. They are made from the finest Pork, are reasonable at all times and may be eaten hot or cold. 1-lb. tall tins ... 50c. per tin.

CAMP PIE

A happy combination of meats, delicately seasoned. Makes delightful sandwiches. To be eaten cold. 1-lb. flat tins ... 30c. per tin.
1-lb. do. do. ... 50c. per tin.

FINEST WILTSHIRE BRAWN.

This is another line that needs no recommendation. We have unique facilities for manufacturing Brawn, and its quality is unsurpassed. 1-lb. flat tins ... 35c. per tin.
1-lb. do. do. ... 50c. per tin.

HARRIS'S SOUPS.

Tomato Soup, 1-lb. tall tins, 40c. per tin.	Kidney Soup, 1-lb. tall tins, 40c. per tin.
Ox Tail Soup, 1-lb. tall tins, 40c. per tin.	Scotch Broth, 1-lb. tall tins, 40c. per tin.
Sunset & Cathac Sausages Galantine of Ham & Tongue ... 50c. Ham & Tongue Paste ... 35c. Fate de Foie Gras ... 50c.	

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"VIROTYPE" TYPEWRITERS.
Put it in your pocket before you start and you will then be able to type on the spot. The only typewriter which enables you to do this is the VIROTYPE. A MINUTELY MACHINE which is as large as the hand, weighs 1 lb. and stands 1 inch in height. A marvel of ingenious mechanism.
Owing to the high rate of Exchange we have now reduced our prices to \$15 & \$20.
Distributed by UNIVERSAL IMPORT & EXPORT CO.

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A5859 {Witches' Dance Eddy Brown
Variations on a theme by Corelli
A5843 {Thais Kathleen Parlow
Concerto in E Minor
A5810 {Nocturne in E Minor Eddy Brown
Caprice Basque
A2162 {Valse Bluettes Kathleen Parlow
Minuet in G
49454 {Humoreske Tosca Seidel
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GENTLEMEN'S HIGH-CLASS OUTFITTERS.
Now making special display of
FANCY WAISTCOATS
FOR
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Prices:—
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ALSO
GLYN'S HATS in SUPERIOR QUALITIES
IN
STRAW, FELT and VELOUR.

NEW ADVERTISEMENTS

SINGING PIANOFORTE

An experienced Lady, Licentiate, Trinity College London, just arrived, is willing to receive PUPILS for Singing, Piano, Theory of Music, and the Art of Accompanying. Terms Moderate. Apply—Box No. 154. Care of "Daily Press" Office. [1547]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the estate of SHEIK CASSIM ISMAIL late of Victoria, in the Colony of Hongkong carrying on business as S. C. ISMAIL AND COMPANY, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 48 of the Probate Ordinance 1897 (No. 4 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 20th day of December, 1919. Creditors and claimants are hereby required to send their claims to the undersigned by the above date.

Dated the 17th of November, 1919.
PALLADIA & MASON,
33, Queen's Road Central, Victoria,
Hongkong.
Solicitors for the Executors. [1548]

ST. GEORGE'S BALL.
JANUARY 6th, 1920.

MEMBERS of the Society of St. George's Hongkong will shortly receive Notices concerning the above. Being the first Ball given by the Society since being re-formed, applications from Englishmen who are not yet members will be considered by the Committee. Applications for Tickets should be sent in not later than December 31st, 1919.

By Order,
JOHN BENTLEY,
Hon. Secretary,
c/o UNION INSURANCE SOCIETY OF CANTON, LTD. [1545]

MOTOR SCHEONER "WERGELAND."

TENDERS are invited for the purchase of the above SCHEONER as she lies in damaged condition in Shimonoseki Harbour. For particulars apply to Wuri Shokwai, Shimonoseki. Hongkong, November 17th, 1919. [1537]

CHINA COAST OFFICERS' GUILD.

MEMBERS are informed that the SECRETARY is now in Hongkong and may be consulted at the Club Office, 10, Des Voeux Road, daily, between 2 and 4 p.m. [1501]

LOST.

A Dark Brindle Bull PUP Bitch. Finder will be rewarded. Box No. 1474. Reply to—Care of "Daily Press" Office. [1474]

TO LET.

SUITABLE FOR COAL STORAGE.

A VACANT PLOT of Land at Yamato. Apply to—THE HONGKONG LAND RECLAMATION CO., LTD. [1417]

TO LET.

A VACANT PLOT of Land, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1386]

FOR SALE.

"MOUNT GOUGH" No. 151, The Plaza. 6-Roomed House with Large Garden. Apply—

LOXLEY & CO.,
York Buildings.
[1385]

TRY JAPANESE CHOW.

Sekiyaki Torinabe Chiri Yosenabe Tenfura Kakimushi Just the season and best cooking HOTEL CHITOSE 1st Class Hotel. No. 6, Hsu-Fung Lane. 297

PALACE HOTEL, KOWLOON
Corner of Halphong & Hankow Roads
Tel. 4444; Palace.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurbished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS. TERMS MODERATE. Special Arrangement for Families on Application to—

J. H. OXBERRY,
Proprietor.

INTIMATIONS

NOTICE

I HAVE This Day taken into Partnership my brother O. BOULTEEE RAVEN and the business hitherto carried on by me under the Firm name of A. R. F. RAVEN Architect and Engineer, will in future be carried on by the Partnership under the Firm name of RAVEN & RAVEN, Architects and Engineers, at 6, Des Voeux Road Central. A. R. F. RAVEN, Architect and Engineer. Hongkong, November 18th, 1919. [1543]

NOTICE

WE hereby notify that we have Opened to-day a Branch Office of our firm in Canton under the Management of Mr. G. E. HUYGEN, who will sign for our firm per Procuration. ISO EXPORT COMPANY, LTD. Canton, November 17th, 1919. [1544]

NOTICE

REPULSE BAY HOTEL

IN Order to enable the Contractors to complete the work in connection with the above Hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the Flooring, Tiles, Paint Work, etc., the public are requested to kindly abstain from visiting the Hotel as on and from this date until its completion and formal opening of which due Notice will be given by advertisement in the Local Newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.

Dated this Sixth day of November, 1919.
FOR THE HONGKONG HOTEL CO., LTD.
Proprietors of the REPULSE BAY HOTEL,
J. H. TAGGART, Manager. [1435]

G. R.

NOTICE

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

D. O. WOLFE,
Captain Superintendent of Police.
Hongkong, September 24th, 1919. 40

PUBLIC AUCTION

By Order of THE MORTGAGEES

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction.

On FRIDAY, the 21st day of November, 1919, at 2 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"

1081 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

IN ONE LOT

This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions: Length 298 feet, Breadth 32 feet 6 inches, and Depth 18 feet 9 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUEN,
123, Wing Lok Street,

Messrs. DEACON, LOOKER, DEACON & HASTON,
1, Des Voeux Road Central,
Vendors' Solicitors

or to Mr. GEO. P. LAMBERT,
The Auctioneer. [1463]

A. G. DA ROCHA.
IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR, AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3822.

FAVoured with instructions from Mr. S. NOKUSA,

will sell by Public Auction, TO-DAY (THURSDAY), November 20th, 1919, at 2.15 P.M., at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Drawers, Chairs, Chest of Drawers, Dressing Table, Bookcases, Arm-chairs, Curio, Clocks, and Glassware, Brass Ornaments, Vases, Pictures, for Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Hatstands and a long list of Sundries.

Terms—Cash on Delivery
Hongkong, November 19th, 1919. 241

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM KOBE.THE Steamship
"FOOKSANG"

having arrived from the above port Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by Nov. 21st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, November 18th, 1919. [1535]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.CONSIGNEES per Company's Steamer
"LAERTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Nov. 17th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Nov. 24th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Dec. 8th, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 18th, 1919. [1539]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER- RANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, American, Continental, and South African Ports.

THE Homeward Mail Steamer
"ILWARA"

carrying His Majesty's Mail, will be despatched from this port about December 18th, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer, proceeding to Bombay and thence transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to—

MACKINNON, MACKENZIE & Co.,
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P. & O. S. N. Co.

Post Box 113,
22 Des Voeux Road Central.

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Great Varieties of used and unused
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HONGKONG.

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Top Floor.

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King George—Bournville Nut—

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other varieties.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong Office: 10, Des Voeux Road, C.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 20TH, 1919.

BRITAIN'S COAL PROBLEM.

MR. ADAMSON, the Labour member for West Fife, was, perhaps, actuated by a desire to see the price of coal lowered in the interests of the working-classes when he asked in Parliament if the Government contemplated taking off the surcharge of six shillings per ton which was imposed a few months back. It cannot be denied that the present high price, particularly at this season of the year, must be a hardship to people of limited means, whether they are members of the labouring classes or of the helpless middle classes. The cost of coal, however, is governed largely by the output, and unless there is an assurance that this will be increased, there can be no prospect of a substantial reduction in price. Sir AUCKLAND GEDDES pointed out that the production during the fifteen weeks which have elapsed since the cost to the consumer was increased has been sixty million tons. This shows an improvement, but it is still about ten million tons short of the average in normal times. In the circumstances, much as one may sympathise with the workers, it must be admitted that the high prices now ruling are the outcome largely of the action of the workers themselves. Strikes and unrest have restricted the output and placed trade in jeopardy. If the price of coal is to go back to the pre-war level, the workers will have to abandon the practice of insisting upon higher wages and shorter hours without speeding-up production. There is another aspect of the question even more vital than the physical comfort of the working classes; that is the prosperity of the nation, which is closely bound up with the coal trade. Before the war, the value of the coal sent to foreign customers was approximately £24,600,000 a year. Labour disturbances threaten to deprive Britain of this valuable source of income. Recently when the export of coal was forbidden in

the British Isles, a number of ships had to remain idle in the harbours and docks while foreign rivals reaped a rich harvest in freight in the coastal trade. It is not enough, obviously, that the price of coal may be lowered to such a figure as to enable the working-classes to obtain sufficient supplies to tide over the winter. Arrangements must be made which will ensure, also, an abundant supply at a reasonable cost to Home manufacturers. At the moment, the high price of coal is restricting production and interfering with the general export trade of the country, to the advantage of Japan and America, though in the latter country the miners have recently demanded 60 per cent. increase in wages and a thirty-hour working week. If the present level of coal prices be maintained, it will enhance the cost of imports, because British ships will be obliged to raise freight-rates in order to cover the loss entailed in going empty for cargoes of raw materials to countries to which formerly they carried coal. In short, Great Britain's commercial supremacy rests upon coal. Now that there is a colossal National Debt, it has become more imperative than ever that Britain should have cheap coal, for it is only by increasing exports that the nation can hope to reduce this burden.

There are now more than 637 motor-cars registered in Peking.

One case (one death) of diphtheria was reported in the Colony on Tuesday.

A movement is on foot at Nagasaki in favour of holding a Sino-Japanese Industrial Exhibition there in 1921, in commemoration of the 350th anniversary of the opening of the port to foreign trade.

A Chinese, charged at the Magistracy yesterday, with crying out his wares in a prohibited area, gave the excuse that he forgot the regulations. Mr. Hutchison fined him \$1 in the hope that it would make him remember in the future.

It is understood that the Tung Wah committee are arranging to assist junk-owners who lost their craft in the recent typhoon. It is probable that over 200 new junks will be supplied to the poor fishermen who were deprived of their means of livelihood.

From Macao comes a curious tale of the poisoning of some Chinese. It is stated that a hawkier sold a quantity of meat in the streets at half-rates to several poor Chinese, who prepared it for their meals. Some few have since died. The hawkier has been arrested, and the meat is being analysed.

A Chinese woman has been arrested, on suspicion, in connection with the death of another woman at 84, Staunton Street. It was thought, at first, that the deceased had committed suicide by cutting her throat with a razor. It appears, however, that the deceased made a declaration to the effect that the arrested woman was responsible for her death.

Wycliffe College, Toronto, has conferred the degree of Doctor of Divinity (Honoris Causa) in absentia upon the Rt. Rev. Bishop Shen Tsai-sheng, Assistant Bishop of Chekiang. This honour is a recognition of the first Bishop of the young Anglican Church in China, from a College in another daughter Church of the Anglican Communion.

The German prisoners of war interned in Japan were to have been released when the Treaty of Peace came into operation on November 11th. Five hundred of them desire to remain in Japan and have asked for employment. In the meantime the Japanese authorities are wondering whether they will ever receive a refund of the ¥7,000,000 they have spent on these German prisoners during the war.

A serious fire occurred on the Kobe Maru at Shanghai on November 14th, just before the vessel was due to sail. The fire was particularly difficult to reach, its seat being apparently some distance abaft the main hatch, while the hold was filled with the thick smoke from the cargo of rice, jute, cotton, mustard seed, etc. The outbreak was subdued, however, in about an hour and a half.

The cheap sale of rice instituted by the Tung Wah Hospital owing to the recent shortage has been stopped so as not to enter into competition with the Government. It is understood that \$140,000 was collected by the hospital and of this about \$80,000 was spent in the purchase of rice. A meeting will be held shortly to decide upon the disposal of the surplus. It is the intention of the committee, we understand, to reserve a substantial balance for future emergencies.

H.M.S. *Carlisle*, on the way up the Inland Sea, collided with a wooden schooner, which was so badly damaged that the *Carlisle* had to take her in tow.

There was a large gathering at the Union Church, yesterday evening, when Mr. E. J. Chapman gave an organ recital in celebration of the Diamond Jubilee of the Church. He selected pieces from Beethoven, Wagner, Hollins, Guilman and Callaerts and played them with extreme skill. Mr. A. E. Paine was unable to sing because of a bad throat, but Mr. G. McLeod, who rendered "Lord God of Abraham" from "Elijah," showed that he was an acquisition to local musical circles.

THE FOLLOWING TELEGRAMS HAVE BEEN RECEIVED BY THE AMERICAN CONSUL-General, Hongkong, from the Manila Observatory:—

5.50 p.m., November 18th.
Typhoon south of Manila over or near Southern Luzon, moving West.

2.30 p.m., November 19th.
Cyclone or typhoon W. of Mindoro moving W.; S. of Guam, direction unknown.

CANTON NEWS.
November 18th.

THE ARREST OF THE STUDENTS.
The students are still agitating for the dismissal of Ngai Pong-ping, the Superintendent of Police. The wounded students are still in hospital and the doctors have forbidden visitors. In regard to the arrests of journalists, it is stated that an order has been issued closing five of the newspaper offices. Further arrests amongst journalists are believed to be imminent.

THE SUPERINTENDENT OF POLICE.
As a result of the agitation carried on by members of Parliament and of the Provincial Assembly for the dismissal of Ngai Pong-ping, the authorities held secret conferences to discuss the matter. It has been decided to transfer Ngai to Kingchow and it is probable that Ngai's successor will be one of the Kwangsi leaders. Shum Hung-ying, the Defence Commissioner of Kingchow is mentioned as a likely successor to Ngai.

THE TUCHUNSHIP.
Mok Wing-sun's sudden departure for Kwangsi is explained by the fact that the Tuchun intends to lay down his office and is desirous of discussing the question of the appointment of his successor with General Luk Wing-ting. It is stated that they have come to a decision in the matter and that Mok has sent a telegram to his advisers in Canton informing them of the result of his consultation with Luk. If Mok's retirement is confirmed, the Tuchunship of Canton will be given to the Kwangsi leaders, either Commander Ma-chai or Chan Ping-kwan, as General Luk has confidence in their loyalty. Report has it that Chan Ping-kwan has already been appointed Tuchun by reason of the fact that he had once before filled the same office. Many of the other military leaders have promised to offer their support to Chan.

FORMATION OF A NEW GOVERNMENT.
Owing to strong opposition, the formation of a new Government has been abandoned. Members of Parliament are to go on with the Constitutional Convention. The Military Government is still in power and Shum Chun-huen remains as the Chief Administrative Director. In spite of the violent agitation against him, Shum is in Canton and the report of his departure for Kwangsi is untrue.

RECLAMATION NEAR MACAO.
A message from Macao states that work on the reclamation of the "Chingchow" shores, near Macao, has been suddenly suspended. The workmen refused to resume work as a number of shots were fired at them by some one from the Customs House gate. The Macao authorities, on hearing of the incident, immediately sent a body of Indian troops to be stationed at the gate and ordered the use of a search-light at night when there was a likelihood of an attack on the workmen. The situation at the reclamation works and in Macao is regarded as serious. The regular forces of Macao, who were about to leave for a change, have been ordered to remain in Macao. The Macao Volunteers are to be seen on special duty, and several hundreds of Portuguese soldiers are expected to arrive in Macao within the next two days.

THE CIVIL GOVERNORSHIP.
November 19th.

In regard to the Tuchun's departure for Kwangsi it is now stated that he has been invited by General Luk Wing-ting to discuss the question of a separate peace with the Peking Government. There is at the same time, no question that Mok intends to retire from office and has recommended Yang Wing-tai, the Treasurer to be his successor.

DR. WU'S MOVEMENT.
Dr. Wu Ting-fang who went to the Ting Wu Mountain in Shihing has now returned to Canton by the gunboat *Kong Koo*.

A SECRET CONFERENCE.
It is rumoured that a secret conference was held by the Tuchun, Mok Wing-sun, Dr. Wu Ting-fang and Shum Chun-bun.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

PRESIDENT POINCARE.

DEPARTURE FOR SCOTLAND.

PARIS, November 19th.

A Havana message says:—
President Poincaré has left London on route for Scotland.

The crowds cheered enthusiastically when the Presidential train arrived at Glasgow on Wednesday evening.

French circles state that a feature of President Poincaré's visit was a conversation with Mr. Lloyd George, to which much importance is being attached.

EARLIER CABLES.

AMERICAN COAL MINERS.

REFUSAL TO RESUME WORK.

WASHINGTON, November 19th.

Many miners are refusing to resume, pending the outcome of a conference of coal-owners and miners here.

The Secretary of Labour, Mr. Wilson, opening the conference, declared that the men's demands for a 30-hour week and a 50 per cent increase in wages was impossible, and must be eliminated at the outset.

Mr. Wilson condemned the employers' insistence on the previous wage agreement.

LABOUR DISPUTES IN AMERICA.

VOLUNTARY CONCILIATION PLAN ADOPTED.

WASHINGTON, November 19th.

The House of Representatives has rejected compulsory arbitration of labour disputes in connection with the pending Railroad Bill, and has adopted a voluntary conciliation plan.

CUSTOMS DUTIES IN AMERICA.

A NEW SCHEDULE ISSUED.

WASHINGTON, November 19th.

The President has issued an executive order establishing a new schedule of Customs duties based on the reduced values of foreign currencies.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE CHINA MAIL.]

M. POULET'S FLIGHT.

SINGAPORE, November 19th.

M. Poulet, who is flying from Paris to Australia, is due at Calcutta on November 21st.

STRAITS ATTORNEY-GENERAL.

Sir James Morrison, the Straits Attorney-General, who was formerly Chief Judge of H.B.M. Court at Zanzibar, has arrived.

WEDDING AT ST. JOSEPH'S CHURCH.

At St. Joseph's Church, yesterday afternoon, the marriage was solemnized of Mr. Patrick R. Murray, of the China Mail Steamship Co., Shanghai, son of Mr. R. R. Murray, of the Asiatic Petroleum Co., and Miss Louise Chapman, step-daughter of Mr. J. Gibson, of Kowloon. The young couple are very popular locally, and there was a large gathering of friends at the ceremony to wish them happiness. Fr. Augustine officiated.

The bride, who was given away by her step-father, was attired in white satin trimmed with silk tulle and pink and orange blossoms. She wore a wreath of broad blossoms, surmounted by a tulle veil, and carried a bouquet of white roses and maiden-hair ferns. She was attended by the Misses Dorothy Murray and Ada Anger. These ladies were dressed in old-rose crepe satin, trimmed with pale old rose georgette, and wore black velvet hats, trimmed with ostrich feathers. Their bouquets were composed of pink roses. Mr. U. Gonella acted as "best man."

After the service, a reception was held at the Hongkong Hotel, where the usual toasts were drunk.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, November 19th.

FACTION FIGHTING.
The new Cabinet has not yet been submitted to Parliament for the very good reason that the Anfu Club has not abandoned its pretensions to having its own nominees included. It is not surprising that the Premier, Chin Yung-peng, should resent such dictation, the more so as he seems to be struggling to free the administration from the pernicious effects of Anfuism. Two days ago I was informed that Field-Marshal Tuan Chih-jui let it be known to the Anfu Club that he had no sympathy with their present claims, and frankly stated that he disagreed with their policy. If this be true, it represents a great triumph for the more moderate elements. Moreover, it proves that the President, Premier and Field-Marshal Tuan Chih-jui are as one in seeking to eliminate the purely military control from the government of the country. My latest information confirms this view. It is that Chow Tzchi may reckon on being made Minister of Finance against the rival claimants of the Anfu, obstacles to his nomination having been overcome. As Chow has declared that he will not be bound by party considerations, his acceptance of the office ought to inaugurate a cleaner administration than China has been accustomed to.

THE WINE AND TOBACCO LOAN.

Though an official information has been vouchsafed, it is quite proper to state that the American loan arranged through the medium of the Commercial and Continental Bank of Chicago is not a new transaction but simply the continuation of an old one commenced when Chen Chim-tao was Minister of Finance. How far it is consistent with the aims of the new Consortium is not yet apparent, but it is fair to assume that the loan has been made after consultation with British and French banking interests occupied with China. As a matter of fact, it is believed that this transaction will facilitate the operations of the Consortium. Perhaps the most important feature which emerges is that the advance of \$25,000,000 to be made will be properly safeguarded as to its expenditure, and that an American adviser will be appointed to the new bureau to be organized for the collection of the wine and tobacco taxes, thus securing a certain revenue for the Government which in time may equal those of the Customs and the Salt.

DISBANEMENT OF TROOPS.

Seventeen provinces have now recorded their support to the proposal for the disbandment of troops, and it is expected that a Presidential mandate will shortly be issued giving effect to this retrenchment. The twenty per cent reduction recommended by the Tuchun is the more feasible in view of the fact that most of the Tuchuns can give effect to it without turning a single soldier adrift to prey upon the community as a bandit, as practically all their pay-rolls are swollen considerably beyond actual figures in order to increase their revenue.

THE SHANTUNG QUESTION.

It has been suggested recently that the present is good time for the Chinese to negotiate direct with Japan regarding Shantung. In the light of information at my disposal it seems that the Japanese are prepared to discuss the question, and are preparing public opinion for whatever overtures they may make. By this means they aim at squaring the Chinese before they present their case to the League of Nations, but it is to be hoped that the more will be too obvious for the Chinese to give away potential rights as represented by the verdict of the League of Nations.

CONFUCIUS' DESCENDANT DIES.

The death has just taken place of Duke Kung, the 74th lineal descendant of Confucius and the only hereditary duke in China. His successor is C. F. Kung, who was one of the delegates at the Paris Conference. Posthumous honours will be conferred on the deceased, and the President will award a sum of \$1,000 to his relatives to defray the funeral expenses.

AN ELOQUENT SILENCE.

Armistice day was honoured in Peking by a largely-attended service in the chapel of the British Legation, those present being mostly British and American residents. The two minutes' silence enjoined by the King was observed, and an appropriate sermon was delivered by the Rev. E. J. Bentley, who emphasised that peace hath her victories no less renowned than war and duties as urgent and important.

SINICURES.

Parliament intends to abolish sinicures; at least, it would like to eliminate those at present held. No less a sum than \$1,200,000 is monopolised for the payment of advisers and counsellors to the President, and if those in the employment of the Cabinet are added the amount reaches two millions. Parliament has addressed a communication to the Government demanding the stoppage of these payments. It is indeed a sweeping reform.

AMERICAN SENATE'S RESERVATION.

CAUSES UNDERLYING THE AGITATION.

TREND OF POPULAR OPINION.

[BY OUR REPRESENTATIVE LATELY IN NEW YORK.]

Barely two months ago, when President Wilson was touring California and delivering addresses on the advantages of the League of Nations, it was apparent in New York that there was a sharp difference of opinion among the people themselves as to whether the Covenant of the League made due allowance for the interests of the United States. Between the extreme Anglophobe journals and the whole-hearted supporters of the League, there were shades of opinion which augured ill for the President's programme. Extremists were making capital out of the Anglo-Persian Agreement, and pointing a sermon as to the uselessness of any international arrangement which, even at the outset, allowed, as they alleged, one country to dictate to another. The New York American led the van among the extremists, and painted, in as lurid colours as it could, the spectacle of the United States playing the part of a dupe of Britain. As may be imagined, much stress was laid upon the difference in the voting-power of the United States and Britain in the deliberations of the League. Incidentally, it was also pointed out that England stood in the League as a champion of the dusky races of the world, and could always reckon upon their support. This mischievous innuendo, coming at a time of serious race riots in the States, did not fail to have its effect upon the minds of the people. To weaken the cause of the League still further, Britain's policy in Ireland was made the subject of acrimonious discussion. Incidents were then taking place in Ireland which easily lent themselves to distortion. Raids were being made on Sinn Fein newspaper offices, and agitators were being arrested. The detractors of Britain made the most of the opportunity of showing her in the role of an autocrat worse than Germany. There was scarcely a place of amusement or meeting where one could escape from the discussion, in one form or another, of the Irish question. The comedians in vaudeville could depend upon any reference to the injustices meted out to Ireland by greedy Britain to call forth peals of laughter and secure an extension of their engagements. The street orators, off Broadway, had no difficulty in gathering mammoth crowds once Ireland was mentioned. It was not difficult to see that it was all carefully planned by the opponents of President Wilson.

A great deal of the criticism of the League was also influenced by personal animus against the President. Senator Johnson, of California, who made himself the spokesman of the opponents of the President, pounced upon a mis-statement made by the latter as to the time when he came to know about the Shantung Agreement between Britain and Japan. The President's avowal of his mistake was published broadcast. Those who brought the Shantung agreement into the controversy accused President Wilson, more or less, of being a party to it in so far as he did not raise his voice in protest against the arrangement or make its abandonment a condition of the United States joining the League. As an American lady put it, "Americans will have nothing to do with a League which does not prevent protectorates." This seemed to sum up the drift of the arguments against the League of Nations when the Shantung issue came to the fore in America. More even than the Irish question, the discussion regarding Shantung seemed to exercise considerable influence in raising a formidable wall of opposition against the supporters of the League.

There were also others who regarded the League as worse than the mere departure of policy. They were the adherents of the Monroe Doctrine, pure and simple, and accused President Wilson of having exchanged a sure guarantee of peace for the people of America for the shadow of authority among the nations of the world. They saw no reason why the United States should give up, as they termed it, "the excellent precept of minding its own business."

It was apparent, shortly after President Wilson's visit to California, that, in spite of the enthusiastic reception with

(Continued on page of next column.)

RAISING A SUPER-DREADNOUGHT.

GREAT ITALIAN FEAT.

Italy has achieved a great hydrostatic feat in the salvage of her great super-dreadnought, *Leonardo di Vinci*, which went down in order to save a neighbouring town and Italian and Allied warships nearby from the effects of a terrible explosion aboard. The inquiry into which is still proceeding.

A clockwork bomb brought by an unknown hand from Switzerland exploded, setting fire to a supply of naphtha close to a store of large calibre projectiles prepared for gun practice which was about to be held in the open sea. In view of the appalling danger that the explosion, which had already begun, could not fail to ignite the whole powder magazine, Commander Sommi-Picernardi ordered the valves to be opened in order to sink the ship, diving himself the next day from injuries received while trying to control the explosion.

The Italians never resigned themselves to the loss of their six super-dreadnoughts and efforts have never been relaxed to refloat the *Leonardo*. It was an almost insuperable task, since the vessel overturned as she sank and her immensely heavy guns, including thirteen 12-inch, became firmly imbedded in the sand at the bottom of the sea.

It has required months of patient strenuous work to remove the cannon, the difficulties encountered being so enormous that divers were obliged to invent new technical expedients which will be useful to the whole world for future salvage work.

When the ship had been lightened of everything removable she was tightly sealed and the water forced out by extremely powerful pumps injecting compressed air into her hull. The vessel gradually rose to the surface, her keel, however, pointing skywards, but by a series of herculean operations the great vessel was gradually restored to her normal position. She is now ready to be towed into dock, where in due time she will be restored to her former value and efficiency.

CO-OPERATIVE SOCIETIES OF SIBERIA.

HARBIN, November 9th.

Latest reports from western Siberia indicate that the proposed Russian main union of all Russian co-operative unions has been successfully formed with Novonikolaevsk as its headquarters. This is considered to be one of the successes of the Orsk government because by this way nearly 1,000 consumers' societies, export and import firms and fishery and creamery organizations throughout the extent and breadth of Siberia can co-operate with each other to their mutual advantage. Previous to its formation, there were 30 co-operative unions in Siberia which handled the exportation of Siberian produce, especially furs, eggs, cheese, wax, wool, hair, raw leather and other native raw materials to foreign countries. The new union of the co-operative unions of Siberia has its own factories and workshops in Irkutsk, Nikolaevsk, Blagoveshensk, Vladivostok, Ekaterinburg and Harbin not to mention European Russia and all Allied Countries, so that it has a very fine future prospect. *—London, New Agency.*

THREE FACES EAST.

A large audience at the Theatre Royal last night thoroughly appreciated the Hawley Co.'s presentation of a thrilling spy play entitled "Three Faces East." The play is supposed to reveal the methods of the Secret Services of England and Germany. England triumphs in the end after some very exciting incidents. That for sometime it was difficult to say who were the German spies and who the English added to the zest with which the play was followed. Miss Vera Doria had one of the principal parts in the play and gave fresh proof of her versatility. After giving a clever impersonation of a German spy, it was with much relief that a startling denouement showed her to be in the English Secret Service. She hurt her ankle before the entertainment commenced, but was quickly carried on by Mr. Daniel Frawley as Yeats, the confident head of the English service, was extremely realistic. Mr. Herbert Farjeon, the head of the German service, kept the audience thinking all the while. His was perhaps the most difficult part in the play, and he acquitted himself with great credit.

To-night, the Company is staging "The Chorus Lady."

which he was met in the State, the tide of popular opinion was turning against the League of Nations for reasons, in most cases, only remotely connected with it. Many even went so far as to denounce the League as a ruse of financiers to create war at will for their personal benefit.

They were of opinion that it was dangerous to concentrate so much power as the League seemed to possess in any single organization. They argued that those directly responsible for the working of the League would become the tools of financiers and create war and peace at their bidding. The desire of the world at large, after such a disastrous four-years' war, as it had passed through, was discounted, and, as one of these opponents of the League pointed out in Union Square, the posters of the United States Government, then visible on all sides, and the Navy were, in themselves, a denial of faith in the League of Nations. One should not be surprised if the extensive recruiting campaign which the naval and military authorities were conducting throughout the country alarmed the public and led them to believe that by entering the League they would be binding themselves to enter into military adventures in distant lands.

THE RAILWAYMEN'S CASE. WHAT THEY WANTED AND WHY THEY STRUCK.

[BY THE RIGHT HON. J. H. THOMAS, M.P.]

The present railway strike is one of the most serious events that have ever happened in this country. It means a complete dislocation of traffic, and thousands of people thrown out of work. Among these people are the half-million railwaymen themselves. They are the first to be affected, and with their meagre rates of pay the burden will fall upon them almost more heavily than upon any one else. The railwaymen are perfectly conscious of this. They know their own vulnerability. They have struck not lightly-headedly, but because the Government left them no other course—because, in fact, they were driven to it.

The public, in their attempt to find out why this calamity has fallen upon the country, have been forced to depend on the statements issued by the Government, who are one of the parties to the case, and on the chorus of denunciation in the Press, who have all taken it for granted that the railwaymen were in the wrong.

Is it likely that 500,000 men would do something so momentous, something from which they suffer as much as anybody, unless they had a good cause for their action?

This side of it, however, has not been considered by the Press. In the *Times* of Monday this statement actually occurs: "Like the war with Germany, it must be a fight to a finish." Is it realised what that sort of utterance means? It means, it can mean nothing else than that the Government should treat these 500,000 railwaymen, many of whom fought for the liberties and lives of the citizens of this country in our common struggle against Prussian militarism, as if they were foreign enemies. It is an incitement to bloodshed; it means the mobilisation of all the resources of war-time against our own citizens. Already the Government is beginning to act on the lines to which the *Times* incites them. They have summoned warships to the main ports; they have provocatively stationed armed guards everywhere; and, most unfortunate of all, they are using against their own countrymen the methods of propaganda which they used in war-time against the foreign enemy.

THE "FINAL" OFFER.

This last, perhaps, comes out most clearly in the Government's statement of the case, in which they deliberately seek to mislead the public. Before the case for the railwaymen is stated it may be well to deal with one or two of these lies. It cannot be sufficiently emphasised how grave a crime it is for the Government, in its desire to secure the public support for its attitude, to depart in the slightest measure from the truth. For instance, it has been said that the strike is against a problematical grievance which might arise in three months' time. These negotiations have been held up for four and a half years by the self-sacrificing patriotism of the men during the war, and beginning in last March they have now been protracted for over six months. It is suggested that the railwaymen struck now, and thrust aside the chance of reaching a settlement at any time within the next three months. The facts are that the Government forced the strike by making a final offer which rendered all further negotiations fruitless, and after two days' most anxious deliberations on the part of the executive of the National Union of Railwaymen, men who are doing their utmost to find a way out of this calamity, the Government would not amend their offer in such a way as would leave the slightest loophole for further negotiations.

Again, it has been said, on the one hand, that it is a purely selfish strike. If so, then why are the locomotive drivers and firemen, who have nothing to gain by striking, supporting their fellows? On the other hand, Mr. Lloyd George, in his telegram of Saturday, called the strike an "anarchist conspiracy," but in the same telegram his knowledge of the truth compelled him to say: "There is no more patriotic body of men in this country than the railwaymen, and their conduct during the war demonstrated that fact." The two statements of Mr. Lloyd George in the same telegram are hopelessly incompatible. They are incompatible because the one phrase is an abusive piece of propaganda; the other is the admission of a fact.

STANDARDISATION.

So much has had to be said about the lies that have been current because it is impossible to proceed to any statement of the railwaymen's case until some reference has been made to the torrent of misrepresentations with which the newspapers have been flooded. Now, what are the facts, not merely of the recent negotiations, but of the general railway service conditions which have made this crisis possible?

In the first place, what is standardisation? At present, and before the war, railwaymen were paid on a common standard. In one town a porter in one railway station would be paid different rates from another porter in the same town but employed by a different company, though their work was exactly the same. This is the simplest instance. These variations were repeated endlessly from company to company and from town to town, so that the railwayman who entered the railway service found himself confronted by a chaos of rates of pay, hours of labour, and conditions of work. An attempt is made to find the way out of this chaos by the National Union of Railwaymen, who, even before the war, had begun, for this purpose, to formulate a national programme. At the beginning of this year this programme was laid before the Government, and it had been agreed that existing wages, which are composed of the pre-war rates plus a war wage of 30s., should be maintained until December 31st, 1919, and that, meantime, negotiations for standardisation should go forward. It was granted that there must be an equalisation of rates.

MR. BONAR LAW.

As the question has arisen with regard to what exactly Mr. Bonar Law said, or what exactly Mr. Bonar Law meant, in what he said, it may be well to quote from the official report issued by the Press Bureau of the conference of March 23rd, 1919. Mr. Bonar Law said on that occasion, "When we were discussing in the Cabinet the question of equalisation, it was understood that it meant there must be equalisation upwards." This principle was adhered to in the case of the drivers' and firemen's grades, who on August 20th, obtained a settlement by which their present earnings, consisting of their pre-war rates plus their war wage, became their new guaranteed rate. Five weeks later, when the Government submitted as a "definitive" offer the proposed new rates for all the other grades of railway servants, it was found that they had departed from this principle, and were offering a new standard rate which fell considerably below the present earnings. It was said to be based on the principle of an advance of 100 per cent, with, of course, other conditions which would prevent an immediate drop in wages.

It is worth while to examine a few of the actual figures, and see exactly what they mean to the railwaymen. Let us take the example of passenger and goods guards. These men are offered a rate ranging from 48s. to 60s., rising in twelve years to this maximum. If we compare this rate, which is equivalent only to a pre-war wage of less than 25s. to 25s. per week, with the wages at present being paid to the omnibus conductors in London, we find that while a guard after twelve years' service cannot hope to get more than 60s. a week, after six months' service an omnibus conductor, man or woman, gets 75s. 6d.

Take another example. The shunters—men who work in an occupation so dangerous that one in fifteen is injured and one out of every 425 killed each year—are offered by the Government, according to their grade, 60s., 55s., 50s., and 45s. This means that even the Government's highest offer, which would only apply to a small proportion of the men, is actually from 18s. to 45s. less than the wages paid to shunters who happened to be employed not by the Government, but by colliery companies. In South Wales collieries, shunters are paid from 55s. to 85s. per day, plus 55.93 per cent, plus 3s., plus 2s. "sankey," running into from 75s. to 100s. per week. It must also be borne in mind that the week worked by these colliery shunters is 46½ hours, as contrasted with the forty-eight hours of the railwaymen who happen to be under the Railway Executive Committee.

If we take the case of the carmen who are employed by the railway companies we find that the Government offer is for some men 52s. a week, for some 48s., and for others 45s. The agreement of the National Union of Vehicle Workers with private employers provides for 61s. per week for single (heavy) horse drivers, so that the best rate offered by the Government is 9s. less than the sum offered by a private employer.

It can, therefore, be clearly seen that the Government have first of all departed from the principle which they acted on in the case of the drivers and firemen, and that the actual rates they offer are less than what is paid by private employment to men who are doing exactly the same kind of work.

Can it be wondered that, when the railwaymen see the conditions given to one grade denied to the others, and when they realise that men doing the same kind of work are being treated more generously, they should feel that their standard of life is seriously menaced, and that their duty to their wives and children compels them to make a stand?

PROFIT OR LOSS?

The only answer the Government can make to the condition that the railwaymen are being sweated is to say that the railways are being run at a loss, and that they cannot afford to pay more. There is not the slightest evidence for this statement. There is no sign whatever of any loss since the beginning of the war, figures since the beginning of the war that give an accurate idea of the financial position of the British railways. It is true that we have had figures offered us like Sir Eric Geddes' £100,000,000, a myth which was exploded as soon as it was uttered. But, in any case, even if the railways were being run at a loss, then the reason the Government should not afford to pay the railwaymen the little they asked would be because they were paying the railway shareholders so much.

The position outlined above was before the conferences at Downing-street on Thursday and Friday. The executive of the National Union of Railwaymen and myself tried their hardest to find if there was a way out. At one point it seemed as if there was a loophole, but before I could explore that way out of the difficulty, Sir Eric Geddes stepped in and blocked the way. The new Minister of Transport, a railway manager, Sir Eric Geddes, has inherited all the evil heritage of the arbitrary and intransigence that have characterised the many negotiations between the railway managers and the railway workers in the past. Why is it that the way was blocked? Why is it that Sir Eric Geddes and other influences antagonistic to a settlement are forcing this misery upon the country? Why has Parliament not been summoned? Is it because the Government fear a statement of the railwaymen's case in that forum of the nation?

What the railwaymen and what every member of the public desire is an immediate settlement. Is there no prospect of that? Is it impossible to secure a settlement on a basis that would be both just and lasting? The answer is, as I said in the Albert Hall, "If the Prime Minister will now say to us officially, himself, not influenced or intimidated by anybody else, that he is prepared to concede to the other grades in the railway service the same principle that the Government themselves concede to the drivers and firemen, this strike could stop at once."

Daily Express.

If you can't get me be sorry for yourself

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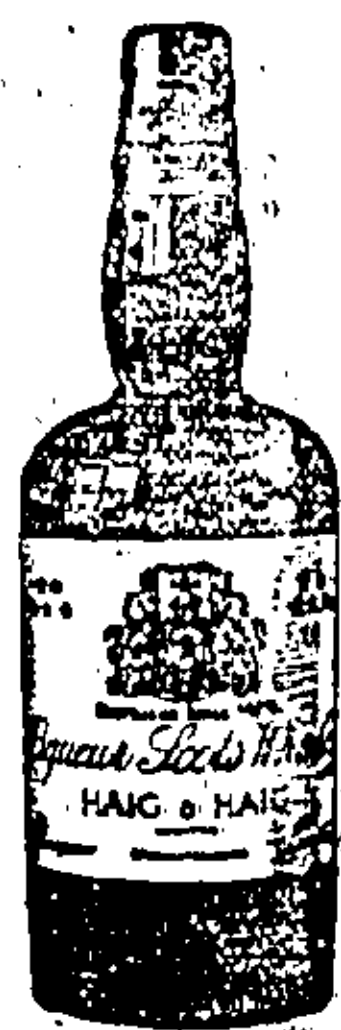


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LABOUR'S GREAT SPELLBINDER— SAM GOMPERS CASTS THE MAGIC OF WORDS.

[BY J. W. T. MASON.]

NEW YORK.

A little, old, bespectacled man walked down the gang-plank of an American transport in New York the other day to become the uncrowned king of the United States. On the first words he was to utter to the reporters depended, in no uncertain way, whether American organized labour was to turn itself into a wild mob of contestants in a class warfare, or whether it was to play a loyal man's part in helping the nation at large to get back to a normal economic basis.

Never had an American come home with more fateful words to utter. It is no exaggeration to say that the whole nation—working-men, middle-classes, and capitalists—listened for his advice with an intensity such as even President Wilson has not commanded. The little, old man was asked by the reporters, in their usual phrase, what he thought of the situation. He replied: "Above all, we must prevent a cataclysm." A great sigh of relief went up from America. Sam Gompers was still on the side of sanity, law, and order.

ENGLISH BORN.

Sam Gompers, aged sixty-nine. Everybody who doesn't call him Mr. Gompers calls him Sam or Sammy. English born and American educated, he is the stalwart type of Anglo-American who believes in individuality and personal freedom, but who does not confuse liberty with licence. For thirty-six years Gompers has been president of the American Federation of Labour. He has been the inspirer of innumerable struggles to secure for labour its ever-increasing rights. He participated in the early struggles of trade unionism in America, and has watched the movement grow to its present stupendous proportions. Through it all power that makes men drunk came into his hands, but it didn't go to his head. He has always urged labour to fight with every weapon it could command when the battle was against private interests seeking most of the profits for the stock-holders. But Gompers has never fought against the public interests. He has stood like a rock, throughout his years of leadership, against any attempt by the workingmen to emphasize their class solidarity in opposition to the Government. He has fought against Socialism, against the creation of political labour parties, against the acceptance of Government doles, against every effort to identify the workingmen as a class apart from the rest of the community.

MAGNETISM.

It has been a continuous struggle. Every year the American Federation of Labour re-elects its officers, and at every annual convention Gompers has been compelled to battle with the extreme Radicals in the Labour ranks, who have demanded his overthrow as a musty Conservative. But the musty Conservative polled big majorities of the votes, because the working-men knew his leadership was in accord with their standard of living. Wearing a black skull-cap on his bald head, peering at a hostile audience through his spectacles, almost insignificant in size, Gompers has been known time and again to send an audience away cheering and convinced against its will. His magnetism, his courage, and his transparent honesty, even more than his arguments, have done the trick.

He was in Europe when American Labour organisations, a few weeks ago, began to speak through their leaders in new truculent tones of how they "were in no mood to brook" this and that. Instinctively, eyes were turned not to the White House at Washington, but to Sam Gompers across the sea. So urgent were the calls for his immediate presence in America that he cancelled all his engagements and returned at once.—*Daily Express.*

RETURN OF A "DEAD SOLDIER." DRAMATIC MEETING WITH HIS WIFE.

A dramatic meeting between a "widow" occurred recently at Brighton. Mrs. Morris, wife of Private Charles Edward Morris, of the Duke of Cornwall's Light Infantry, was notified officially last September that her husband was missing. In April this year she received formal notice from the War Office that he was dead, and since then she has been drawing a widow's pension.

In the middle of September Mrs. Morris, who had taken a post as assistant in a newspaper shop, saw a man in uniform pass the shop-window. She was certain it was her husband, and ran after him, to find to her joy that her intuition was correct. Morris did not recognise her for some minutes, as he had lost his memory owing to shell shock. Gradually, however, his memory returned, and she took him home. He had been in hospital at Mons and Boulogne, and was eventually sent to Brighton on twenty-eight days' leave. The authorities gave him a paper bearing his name, and the address of his wife, but did not inform her of his prospective arrival. Morris had been in Brighton for two hours when his wife happened to see him.

PARIS MARRIAGE STATISTICS.

Statistics of civil marriages which took place in Paris in the years 1915-1917 show that 738 French-women married Belgians; 238 Belgian women married Frenchmen; 149 Englishwomen married Frenchmen; 73 Englishwomen married Frenchmen; 91 Americans married Frenchwomen; and 15 Frenchwomen married American women.

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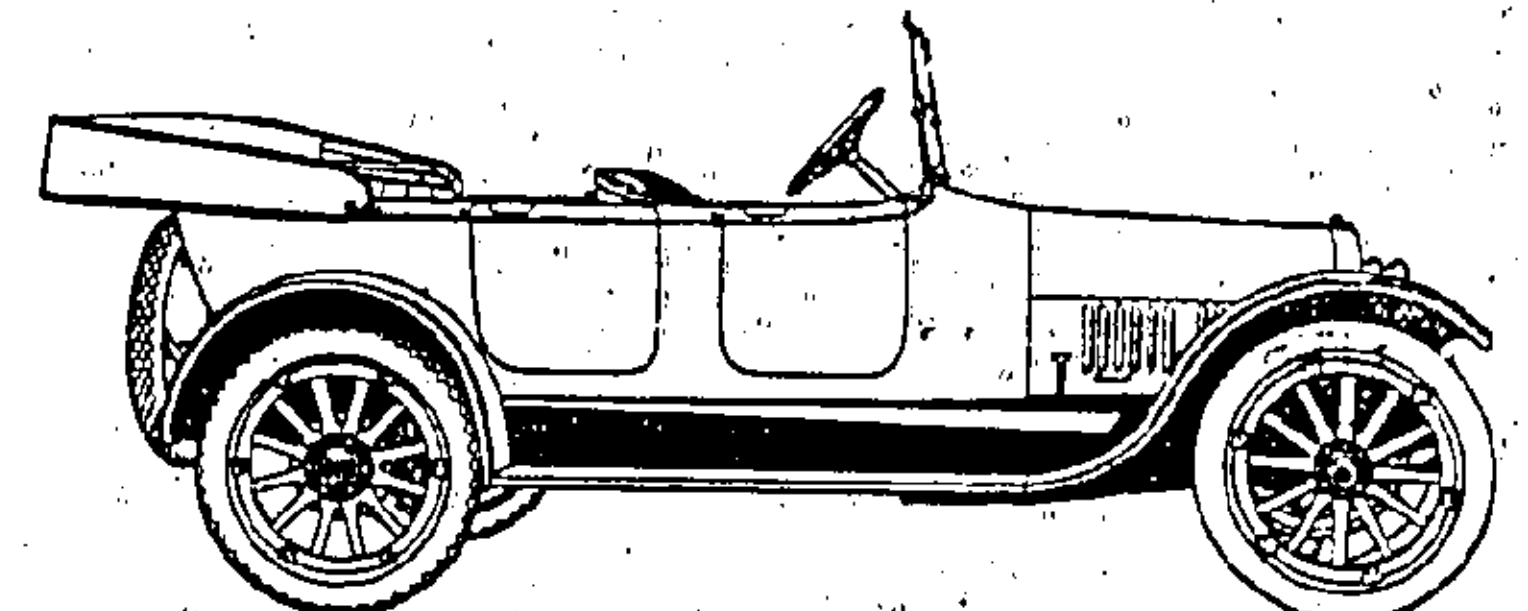
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[146]

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[1353]

LA PERLA DEL ORIENTE

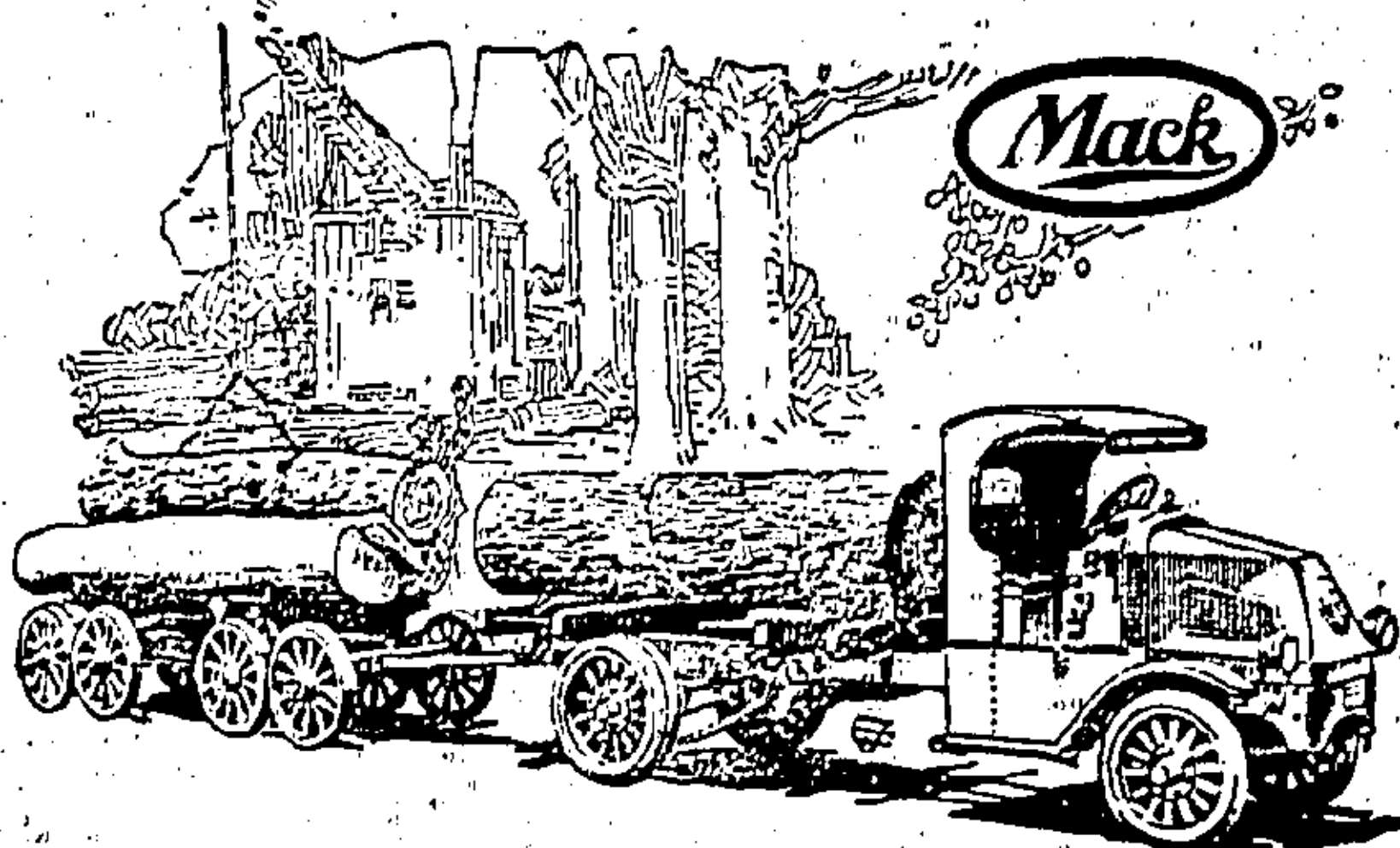
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[7520]

THE PASSING OF AN EMPIRE

A NIGHT ON THE PLAIN OF SHARON.

September 19th, is a date which some of us will never pass without a thrill of recollection, writes a *Times* correspondent. Just for a moment, may be we shall be back again on the Plain of Sharon, between Mount Ephraim and the sea, an hour before dawn. For two weary days we had lain hidden in the orange orchards of Mulebbis or the olive groves of Ludd. By day the dusty tracks which threaded the Plain were almost deserted, and it was only at night that long columns of marching troops, guns, lorries, limbers, and lines of slow, silent camels gave evidence of the great army which General Allenby was secretly hurrying from east to west.

There is a faint, tingling chill in the air, and the low hills are white with moonlight. All the night we have lain and watched the moon travel through the sky. And now it is poised, close-out and shining, on the edge of the sandhills which lie between us and the sea; already darkness is creeping swiftly up the shallow Dvadia. Then the moon slips swiftly behind the hills, and the silver landscape is suddenly blotted out.

We get up and pass silently through the gaps in our wire to our allotted places on the tape which the sappers laid in No Man's Land the night before. In front the curtain of darkness is occasionally parted by the swift upward flight of a Very light. All through the long night a single Turkish gun had been firing at regular intervals; every 20 minutes a single shell had screamed its way over our heads. It sounded like the minute gun of a ship in distress, and contrasted with the deep silence around, there had seemed something impressive and sinister in the sound.

A THRILLING MOMENT.

So we lie in No Man's Land, watching the Very lights and the luminous disks of our watches, listening to the rustling of the dry grass in the breeze, which comes from the sea just before the dawn; and waiting. That is, perhaps, the moment which in after years we shall most vividly recall: the silence of the night, the gathering lines of men, east and west, on a square front, and 500 yards away the Turkish hospital, unconscious of what the dawn would bring. At 53 minutes past 3 the long lines suddenly rose and went forward, groping their way through the darkness across the little valley between the two front lines. We were close to the Turkish trenches when the barrage began. There were four shots from a machine-gun, as distinct as the blows of a hammer, beating mercilessly on the silence. A fraction of a second later every gun from the Mediterranean to Mount Ephraim broke into a mighty chorus.

When we reached the Turkish trenches a few dazed and demoralized men ran forward to surrender; in the tumult of sound their voices came to us faintly and like the wailing of children. We swept on over the front line and the support trenches. Eastward on Mount Ephraim a faint amber light told of the coming of day. Already we could see the great clouds of smoke and dust which swirled round and in front of us. In the lulls when our guns were lifting from trench to trench we could hear the roar of distant barrages, and knew that the whole length of that long line others were doing what we were doing.

FORWARD OVER THE PLAIN.

For some time after the coming of day we could see nothing of the country round. We walked on the edge of a great bank of dust churned up by our shells, which moved slowly northward. Then the guns behind us stopped, and we knew that we were beyond the range at which they could protect us. The clouds began to thin and part, and at last we could see in front of us the new country, which we had set out to win. There was a long, rolling plain, dotted here and there with white and brown villages, shining in the morning sun; there were little hills and cactus gardens and clumps of trees where a Jewish farm stood; there was the yellow ribbon of road which marked the right of the broad gap through which the cavalry were to pass; and, far to the north, we could just see the faint purple outline of the great battens of Carmel, stretching from the sea to the hills of Central Palestine. In the distance there were a few scattered parties of Turks, carts, limbers, stray horses, fleeing to the north.

We had another three miles to go before we should reach the village which was our final objective and make good the right gate of the gap. So we went on, and the tapping of machine-guns and the swish of bullets overhead showed us that the Turks were beginning to recover from their first surprise. In such a line as ours gaps were bound to open, and in these gaps little detachments of Turks and Germans hung on to do what damage they could while they could. Once, too, a squadron of Turkish cavalry rode up on our left flank, but withdrew when we turned our Lewis guns on to them.

By 11 o'clock we had reached and taken our village. The forwards had done their work; it was for the three-quarters now to dash through and score the winning try. Before midday their rush had begun. Armoured cars streamed up the road, cavalry trotted briskly across the country, and aeroplanes circled overhead watching the tide as it swept northwards.

There was an extraordinary clarity about it all. It was not only that for once it was the end of our war. As the battle passed to the north a great peace fell upon the land, and in the afternoon, the people of the village came down to the well to draw their water. An empire had passed away, a chapter in history had been closed, and the old routine was beginning again. With our eyes we had seen the coming of the Peace.

THE

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THURSDAY,

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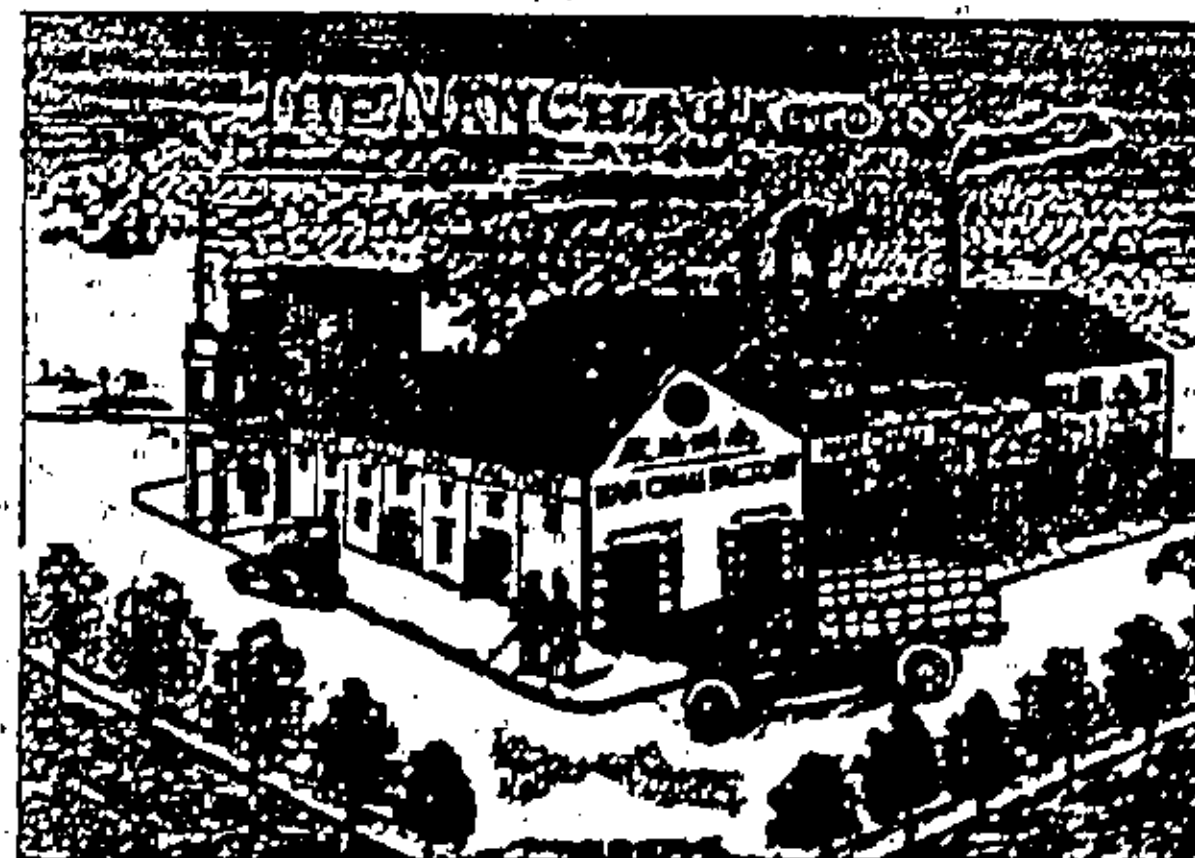
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TO-DAY

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MANAGER.

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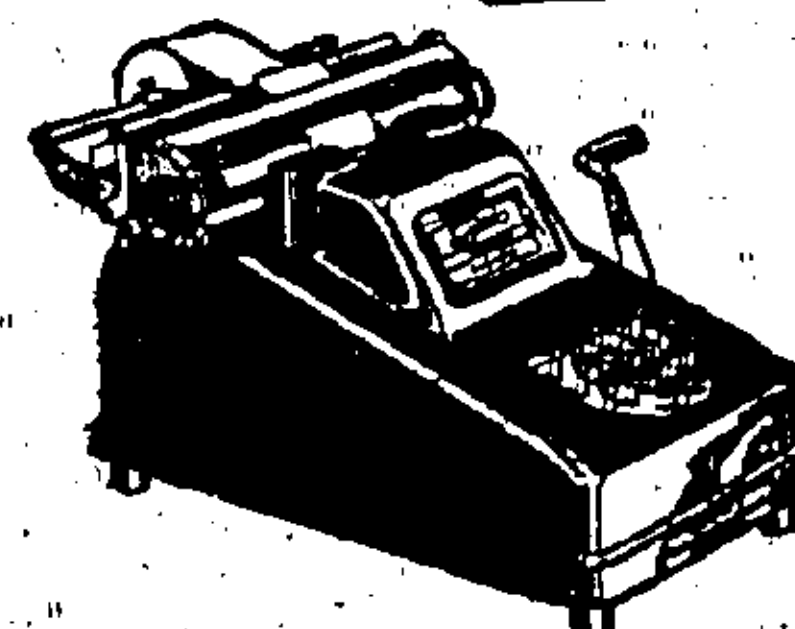


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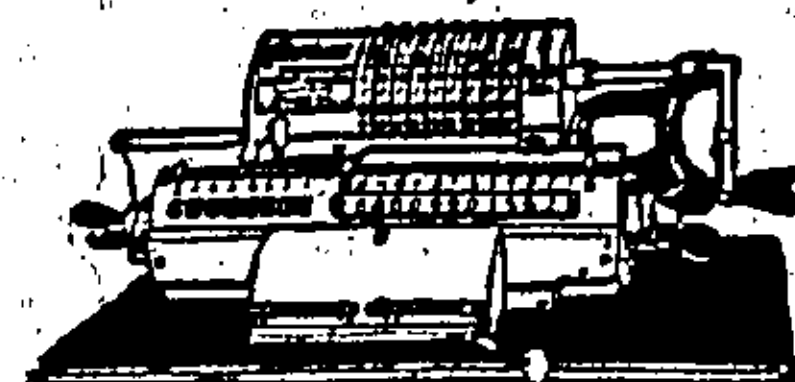
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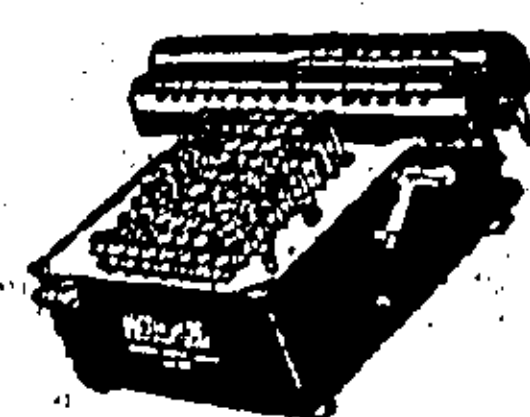
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SHIPPING NEWS

ARRIVALS

November 18th

Chuen On, Chinese str., 238 tons, Capt. Chan, from Port Bayard, with a general cargo.
 Teanoh, British str., 1,372 tons, Capt. P. Stewart, from San Francisco, with a cargo of case oil.—Standard Oil Co.
 Teianoh, British str., 1,340 tons, Capt. Bentley, from Saigon, with a cargo of rice.—Wu Fat Shing.

November 19th

Amakusa Maru, Japanese str., 2,336 tons, Capt. Kohayashi, from Kiohing, with a general cargo.
 Canada Maru, Japanese str., 3,419 tons, Capt. Noto, from Tacoma and Shanghai, with a general cargo.—O. S. K.
 Hanchung, British str., 1,257 tons, Capt. Thomson, from Swatow, with a general cargo.—Douglas & Co.
 Nanning, British str., 1,750 tons, Capt. Benson, from Canton, with a general cargo.—B. & S.
 Tean, British str., 1,331 tons, Capt. McDonald, from Fuzhou and Shanghai, with a general cargo.—B. & S.
 Tientsin, British str., 1,227 tons, Capt. Hope, from Wuhu, with a cargo of rice.—B. & S.

CLEARANCES

November 18th

Ats. Maru, for Melbourne.
 Cantharide, for Maassur.
 Chong, for Haiphong.
 Empress of Japan, for Vancouver.
 Hanchung, for Foochow.
 Hong Kong, for Shanghai.
 Hong Kong, for Canton.
 Hong Kong, for Singapore.
 Hong Kong, for Kwong Chow Wan.
 Hong Kong, for Saigon.
 Hong Kong, for Shanghai.
 Hong Kong, for Kiohing.
 Hong Kong, for Hongkong.
 Hong Kong, for Dairen.
 Hong Kong, for Kwong Chow Wan.
 Hong Kong, for Manila.

November 19th

Chip Shing, for Canton.
 Chuen On, for Kwong Chow Wan.
 Teanoh, for Calcutta.
 Rong, for Batavia.
 Rong, for Surabaya.
 Rong, for Haiphong.
 Rong, for Chin-wan-tao.
 Rong, for Kobe.
 Rong, for Tientsin.
 Rong, for Canton.
 Rong, for Batavia.

PASSENGERS

ARRIVALS

Per ss. Tean, on November 18th.—Mrs. Courtney, Mrs. Roche, Dr. Bond, Mr. Messers, Abbott, Logan, Lamont, Bullard and Howard.

SHIPPING MOVEMENTS

The R.M.S. Empress of Asia arrived at Shanghai on November 17th, left there on November 19th, and is due at Manila at noon tomorrow.
 The ss. Dogstern is due here off November 25th, from Singapore.
 The ss. Venezuela sailed from Shanghai yesterday for Manila and is expected there on November 22nd.

DAIRY FARM NEWS

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We are now able to supply our customers with own fed poultry and to meet all demands.

Our present stock consists of specially selected birds which are in prime condition and should give every satisfaction.

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For SINGAPORE, COLOMBO, PORT SAID and TRIESTE hence, about Dec. 1st.

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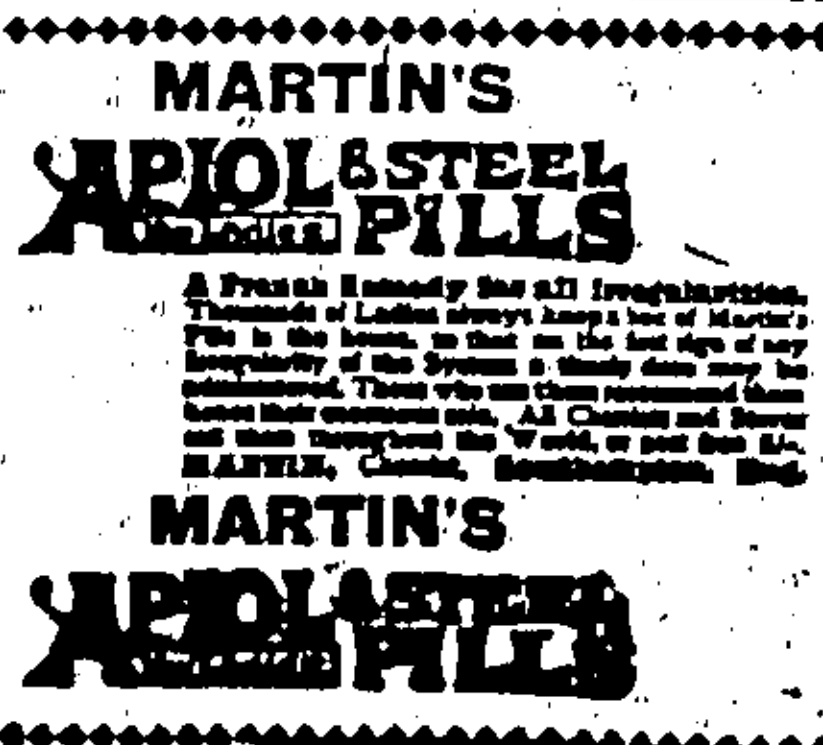
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 FUSHIMI MARU (omitting Manila) ... Saturday, 13th Dec., at 11 a.m.

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TAMBA MARU ... Friday, 23rd Nov., at Noon.
 MISHIMA MARU ... Friday, 13th Dec., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.
 NIKKO MARU ... Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKIWA MARU ... Wednesday, 23rd November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAMA MARU ... Sunday, 30th November.
 SHINYO MARU (Bombay direct) ... Tuesday, 2nd December.
 TOTOMI MARU ... Friday, 5th December.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... Tuesday, 23rd Nov.
 MURORAN MARU ... Thursday, 4th Dec.

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TANGOMARU ... Friday, 21st Nov., at 11 a.m.
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KITANO MARU ... Tuesday, 23rd Nov., at 11 a.m.
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 ASIA MARU (Kobe only) ... Thursday, 2nd December.
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EXTRA SERVICES (Marseilles, L'pool, Antwerp, R'dam, H'burg etc.)

TATSUNO MARU (London, Antwerp & Hamburg) ... Sunday, 23rd Nov.
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 PENANG MARU (Marseilles & Liverpool) ... Beginning of January.
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SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.
 S.S. "EQUADOR" ... Wednesday, Dec. 31st, 1919.
 S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.

ALSO

The following U.S. Shipping Board vessels

Sails from SAN FRANCISCO Due to sail from HONGKONG
 S.S. "WEST INSKIP" ... Oct. 25th, 1919 ... Dec. 17th, 1919.
 S.S. "WEST CADDOA" ... Oct. 30th, 1919 ... Dec. 24th, 1919.
 S.S. "WEST CONOB" ... Nov. 1st, 1919 ... Dec. 26th, 1919.
 S.S. "WEST VACA" ... Nov. 10th, 1919 ... Jan. 3rd, 1920.
 S.S. "WEST KADOR" ... Nov. 20th, 1919 ... Jan. 10th, 1920.
 S.S. "WEST NERIS" ... Dec. 28th, 1919 ... Feb. 12th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American Ports.

For further information apply to—PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road, Cable Address "SOLANO."

Telephone 141.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA ... "FOOKHANG" ... Thurs. 20th Nov. 3 p.m.
 HAIPHONG via HOIHOW ... "LOKANG" ... Fri. 21st Nov. 3 a.m.
 MANILA ... "YUENSANG" ... Fri. 21st Nov. 3 p.m.
 TIENTSIN via WEIHALWEI and CHEFOO ... "CHIPHONG" ... Sat. 22nd Nov. 11 p.m.
 FANDAKAN ... "HINRANG" ... Tues. 25th Nov. Noon.
 KOBE ... "CHAKSANG" ... Wed. 26th Nov. 5 p.m.
 STRAITS & CALCUTTA ... "KWAISANG" ... Mon. 1st Dec. 11 p.m.
 KOBE ... "LAISANG" ... Fri. 5th Dec. 5 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
 All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans, and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when Indonesian offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having up-to-date accommodation for passengers.
 Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dava.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihow and Chiao.

For Freight or passage apply to—JARDINE, MATHESON & CO., LTD.
Telephone No. 214. General Managers.

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moj) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Japan	Nov. 10	Dec. 10
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Jan. 14	Feb. 4
Monteagle	Jan. 3	Jan. 27
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 10	Mar. 31
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 23	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 26
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

Passages Fares Hongkong to United Kingdom.
 Empress of Russia 18,250 Tons Reg. Gold 6,000 Tons Reg. Gold 2455
 Empress of Asia 18,250 Tons Reg. Gold 6,000 Tons Reg. Gold 2455
 Empress of Japan 18,250 Tons Reg. Gold 6,000 Tons Reg. Gold 2455
 Empress of Russia 18,250 Tons Reg. Gold 6,000 Tons Reg. Gold 2455
 Empress of Asia 18,250 Tons Reg. Gold 6,000 Tons Reg. Gold 2455
 Empress of Japan 18,250 Tons Reg. Gold 6,000 Tons Reg. Gold 2455

For Fares and other information please apply to HONGKONG OFFICE. Telephone 722. Cable address: CANPAC.

CANADIAN PACIFIC OCEAN SERVICES

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES, SANDAKAN AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Le. Hongkong for Australia
"CHANGSEA"	23rd November.	28th November.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australia, New Zealand and Tasmanian Ports. For freight or passage apply to—BUTTERFIELD & SWIRE, Agents. [1425]

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENAPP"	25th Nov.
"GLENAMORY"	30th Nov.
"GLENSTRAE"	15th Dec.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"CARDIGANSHIRE"	1st December	GENOA & LONDON
"CARMARTHENSHIRE"	4th December	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

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Cable Address:

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sannomiya

2814, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP.....Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MASATA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management,—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bund, Kobe.

[1400]

